

CAMBRIA DESIGN PLAN



CAMBRIA, CALIFORNIA

COUNTY OF SAN LUIS OBISPO

MAY 9, 2002

CAMBRIA DESIGN PLAN

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DEPARTMENT OF PLANNING AND BUILDING
COUNTY OF SAN LUIS OBISPO
SAN LUIS OBISPO, CALIFORNIA 93408

COUNTY OF SAN LUIS OBISPO

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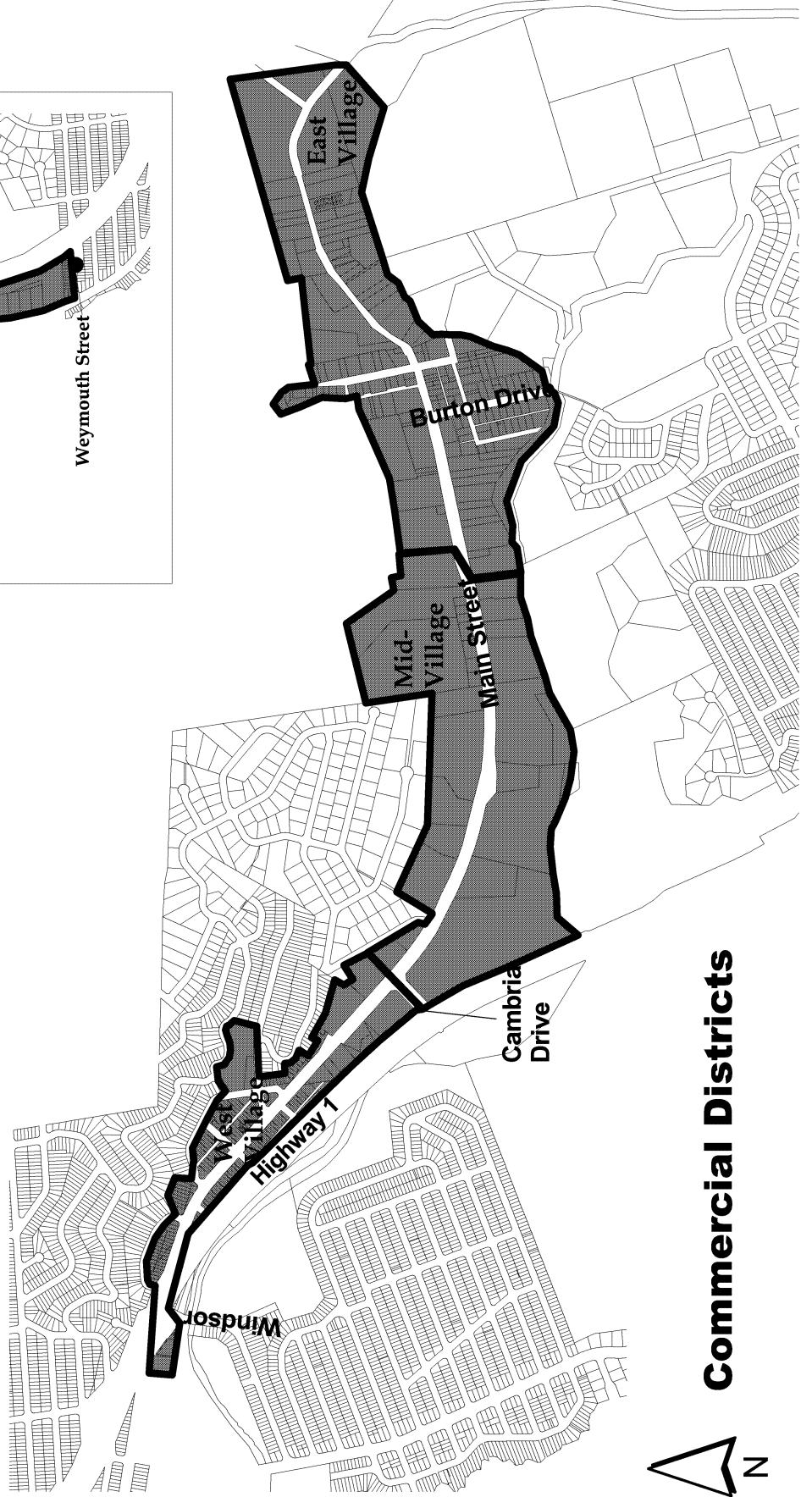
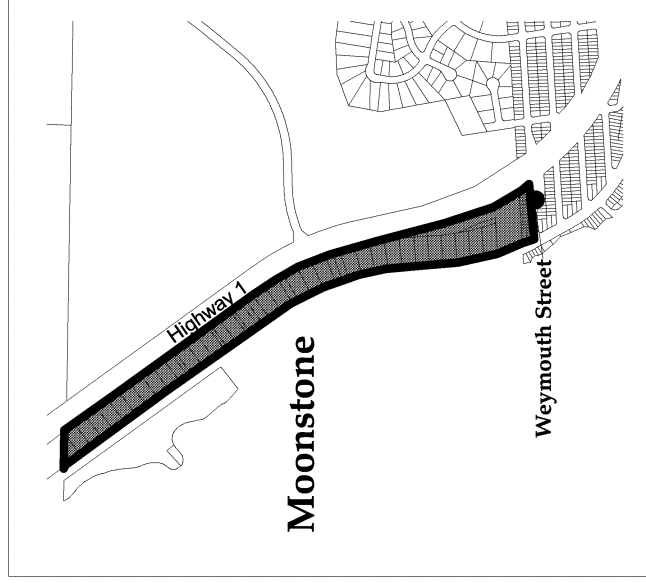
I INTRODUCTION

This document is a Design Plan, prepared and adopted by the County of San Luis Obispo, for the community of Cambria. It gives guidance for new development in Cambria's primary commercial districts, including the East Village, the West Village, Mid-Village and Moonstone Beach, shown on page 2.

This document includes the following nine chapters:

- ◆ *Chapter 1* is this brief introduction.
- ◆ *Chapter 2* explains the Design Plan's vision and goals, and the key issues addressed by the Plan.
- ◆ *Chapter 3* describes Cambria's physical setting and the planning process that resulted in the preparation of this Plan.
- ◆ *Chapter 4* addresses area-wide design concerns.
- ◆ *Chapter 5* addresses new development in the East Village.
- ◆ *Chapter 6* addresses new development in the West Village.
- ◆ *Chapter 7* addresses new development in Mid-Village.
- ◆ *Chapter 8* addresses new development in Moonstone Beach.
- ◆ *Chapter 9* describes actions that are needed to implement this Plan.

The planning process for this Plan is described in Appendix A. Other appendices describe the Monterey pines, pine pitch canker, policy and planning context, and historic district policies and incentives.



Commercial Districts

2 VISION, GOALS & KEY ISSUES

This chapter outlines the Design Plan's vision and goals for Cambria, and the key issues addressed by the Plan.

The *Cambria Design Plan* is intended to maintain and enhance the architectural and natural identity of Cambria, while also allowing appropriate and innovative commercial development that reflects existing architectural patterns. The purpose of the Plan is to provide concrete suggestions that consider the three important themes in Cambria:

- Significant natural features.
- The people.
- Cambria's unique variety of architecture.

A. *The Vision for Cambria*

Cambria desires to maintain its atmosphere as a rural village surrounded by a green frame of Monterey pine trees.

The charming and historic East and West Villages will continue to function as the commercial and cultural hubs for the area and attract visitors traveling along Highway One. In the East Village, shoppers will stroll along Burton Drive and Main Street, stopping to eat at one of many well-known restaurants. Weddings and picnics will occur on the grounds of the new Historical Park and Museum, while people will also visit the historic Chinese Temple and bike along the Cross Town Trail through Santa Rosa Creek Park.

In the West Village, people will eat at cafe tables in the new Arlington Courtyard and shop at the galleries and stores in the buildings along Main Street. At night, before the entertainment starts at the Pewter Plough Playhouse, patrons would gather for drinks and conversation in the Playhouse Courtyard. On summer nights, outdoor cafes and picturesque street lamps would dot the streetscape and enliven the Village. In the Civic District, residents would be able to visit a the newly expanded library, the Vet's Hall, the Allied Arts Facility, and the Adult Recreation Center and the Farmer's Market at the Pinedorado.

Mid-Village will remain the auto-oriented local-serving commercial district for the community, as well as the corridor that connects the East and West Villages.

In this area, the clusters of pine trees along Main Street will be reinforced to connect the East and West Villages with a corridor of native greenery. The steep topography of the Mid-Village area will also be respected in new development.

Moonstone Beach will maintain its orientation towards the Pacific Ocean, with cafes and motels facing Moonstone Beach Drive and the ocean. People will jog and walk along Moonstone Beach Drive, stopping to watch the sun set behind Cambria Rock.

The entire community will be surrounded by preserved and enhanced stands of local Monterey pine trees, which create the visual frame that sets Cambria's design tone. In some areas, this "green frame" will be reinforced with new pine trees lining the hillside adjacent to Main Street. More traditional street trees would create a slightly more formal "village" feeling along Main Street in the East and West Villages.

Cambria will continue much as it is today: a town with a strong and unique community base that is reflected in the commercial areas, in cultural events, and in a pleasant mix of historic and modern architecture.

B. Plan Goals

This section lists the goals for the Design Plan that were defined at the initiation of the planning process:

- ◆ To assist in the creation of new commercial development through the creation of design guidelines that blend new development with the built context. The design guidelines are to utilize the existing vocabulary of scale, siting, architectural patterns and building elements.
- ◆ To develop an open space and circulation scheme for downtown Cambria that creates a pedestrian-friendly environment and allows for safe and functional circulation and parking.
- ◆ To develop a streetscape design including street sections, sidewalk designs, street lighting, signage and street furniture for the downtown.

- ◆ To reinforce Cambria’s dramatic and natural setting of hills, ocean and pines.

More specific goals for each of the four districts covered in this Plan are contained in Chapters 5 through 8.

C. Key Issues and Opportunities

This Design Plan addresses the following key issues that will confront Cambria’s commercial areas as the town continues to grow:

1. Identity of the East and West Villages

The two villages are physically separated from each other by a large swath of auto-oriented uses and a small ridge; they also differ in character and origin. By distinguishing the identity of these villages further while enhancing their cultural and historical heritage, Cambria can become two destinations rather than one.

2. Natural Features

The rolling topography, pines, creek and views of the ocean are the main ingredients that make up the identity of Cambria. These features need to be consciously acknowledged and enhanced in elements of the Design Plan such as in the gateways, edges, creek frontage in the East Village and Mid-Village, and views of the ocean and Scott Rock.

3. Gateways

Gateways create the first impression of a place and provide a transition zone from the natural surroundings into the built environment. In Cambria, there are four important gateways: at the east and west ends of Main Street, at Cambria Drive, and along Burton Street entering the East Village. These gateways should be emphasized by utilizing important existing characteristics at each of these gateways to enhance them and create more distinct transitions from rural and natural surroundings into Cambria.

4. View Corridors

Views of the Pacific Ocean and Scott Rock in and around Cambria in particular need to be preserved as continued development occurs. For example, Moonstone Beach is currently quite visible from Highway One, and these views

need to be preserved as additional seaside development occurs. Similarly, views from Main Street toward Scott Rock at the eastern gateway to Cambria must also be preserved.

5. Pedestrian Amenities

Pedestrian-oriented commercial uses abound in both the East and West Villages; however pedestrian elements such as seating, lighting, and public open space are lacking in each of these areas. Designs for sidewalks and streetscape elements will provide additional identity to each of the villages while creating a more pleasant pedestrian environment.

6. Public Open Space

Build on the existing activity areas and create focal points for the community by developing public open spaces in these areas of the villages.

7. Parking Facilities

Downtown Cambria is inundated with vehicles from tourists and residents alike. Because of the steep topography and the parcelization of the unorganized parking lots in the East Village, parked cars litter the landscape. A comprehensive parking scheme for the East Village could provide more adequate and attractive parking.

8. Commercial/Office Design Style

Cambria's distinct architectural identity is created by small-scale buildings whose diverse yet compatible styles range from the mid-1800's to today. In order to allow for innovative new development that reflects the existing architectural character without mimicking it, design guidelines should be developed that provide a vocabulary of patterns and materials while engendering creative architecture.

3 EXISTING CONDITIONS

This chapter describes existing conditions in Cambria relative to natural resources, urban design, historic resources, circulation and parking, and development policy. It identifies significant characteristics that create the charming, rural character that currently typifies Cambria.

A. Physical Setting

1. Regional Location

As illustrated in Figure 1, the unincorporated community of Cambria is located in northern San Luis Obispo County, next to the Pacific Ocean and along Highway One.

The community is nestled in the picturesque landscape of the rolling foothills of the Coast Ranges. As a result of its location, Cambria's climate is dominated by ocean weather with frostless winters and cool summers with frequent fog and wind.

Cambria is located north of the intersection of Highway One and Highway 46. It is one of a series of small unincorporated communities¹ that dot the coast of San Luis Obispo County and are separated from the majority of development in the County by the green buffer of the Coast Ranges. The community of Cayucos, which is Cambria's closest southern neighbor, is 7½ miles to the south, while San Simeon, home to Hearst Castle, is 5 miles to the north. Because of its location and size, Cambria serves as the southern gateway to the beautiful Highway One/Big Sur Coast. Cambria's most cosmopolitan neighbor, the City of San Luis Obispo, is more than thirty miles from the community of Cambria.

¹ *North Coast Area Plan Update: Population Characteristics, Background Report* of March 1995 estimates that the population of Cambria was 6,500 in 1995.

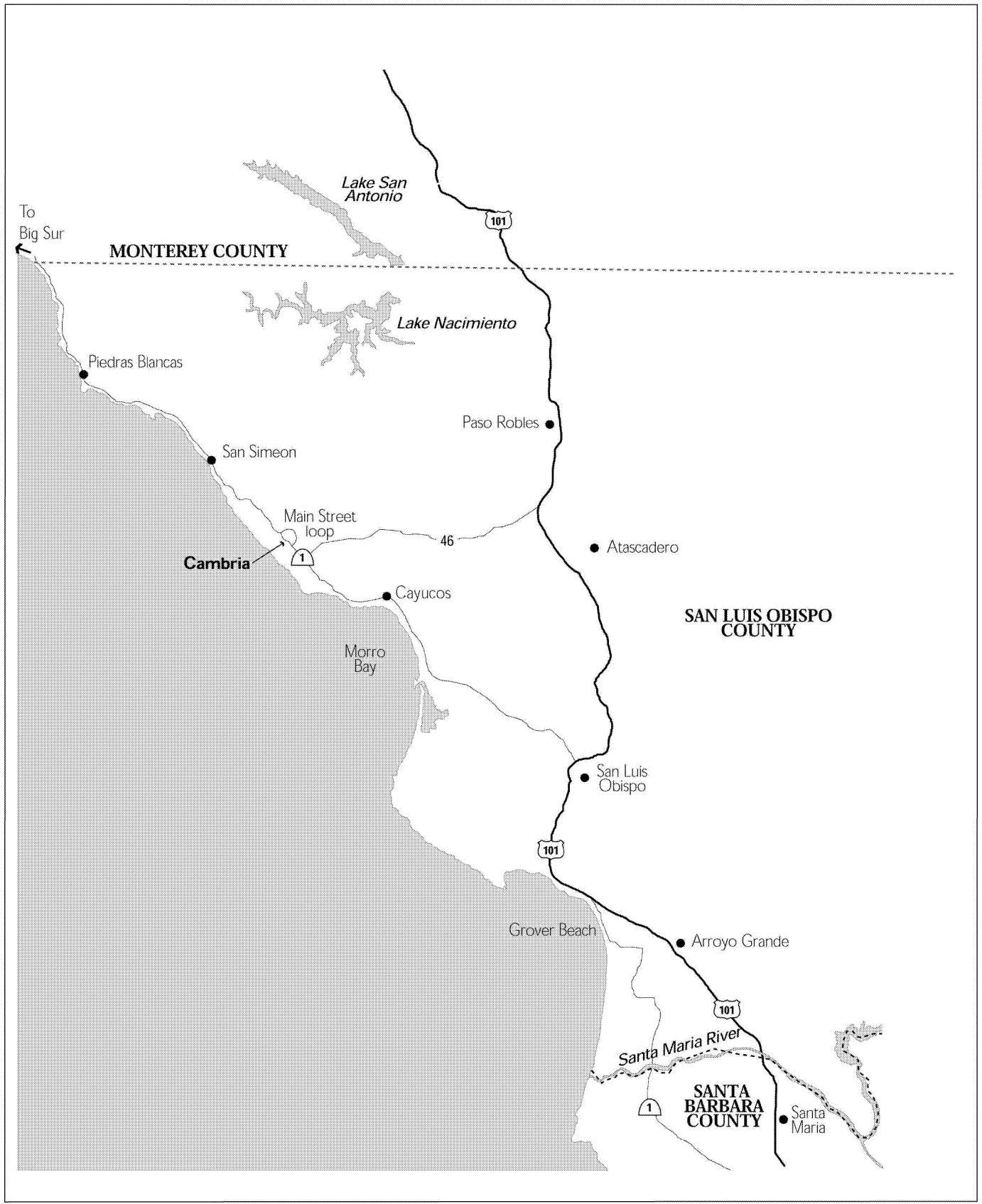


FIGURE 1

REGIONAL LOCATION

CAMBRIA DESIGN PLAN

2. Layout of the Community

Cambria consists of approximately one square mile of developed land. It is composed of five separate commercial districts and nine residential neighborhoods, which are illustrated in Figure 2. This Design Plan addresses four of the community's five commercial districts.

The commercial districts are located in the interior Santa Rosa Valley and along Moonstone Beach. These districts are all located in the flatter areas of Cambria and adjacent to important circulation routes: Main Street (old Highway One) and Highway One. Cambria's downtown contains three of the five commercial districts: the historic East and West Villages and the intervening Mid-Village area. The East and West Villages act as the community hubs and are also popular with tourists. These two villages have traditional retail and office uses, while Mid-Village is primarily auto-oriented with a mix of commercial and institutional uses. All three of these areas provide the local residents with day-to-day necessities and other commercial needs.

Moonstone Beach, which is one of the primary tourist destinations in Cambria, lies in the narrow sliver between Highway One and the Pacific Ocean. It is the most northern district in the community and is laid out on the east side of Moonstone Beach Drive where restaurants and lodging, the primary uses in this area, take advantage of the ocean views.

The fifth major commercial district in Cambria, Tin City, is a primarily light industrial area composed of concrete tilt-up and steel industrial type structures nestled to the south of Santa Rosa Creek near the East Village. Tin City is visually obscured from the community by the riparian vegetation of the creek and the surrounding hillside and pine forest. Because it is both visually unobtrusive and more utilitarian than the other commercial districts in Cambria, Tin City is not addressed in this Design Plan.

These five commercial areas are surrounded by nine primary residential neighborhoods, which are situated on the surrounding hills and ocean bluffs of Cambria. Each of the nine neighborhoods has its own character defined by typical house and lot sizes, the slopes in the neighborhood, views, microclimate, and neighborhood age. Currently, single-family homes range in size from large executive homes on one-acre parcels to small cottages on 25-foot wide lots. In some neighborhoods, large homes are built on small lots and loom over neighboring residences and the commercial villages.

An additional 418 acres of undeveloped property, known as East-West Ranch, occupies the center of the community and is a regionally significant property.

B. Natural Resources

This section identifies and discusses important natural features that typify the community of Cambria and are important to its continued identity as a rural town set in the dramatic central California coastal landscape. Each of these features is important unto itself; however the combination of these features, such as the pines on the hills next to the ocean, are what make Cambria a unique place.

1. Monterey Pine Forest

Cambria is built in one of the state's three native Monterey pine forests, with nearly 2,300 acres in and around the community covered with Monterey pine trees. Much of the pine forest is in agricultural land surrounding the community and in a state park preserve.

The forest, which frames the villages and covers the neighborhoods on the hills, is an integral part of the community. The forest defines Cambria's visual character, provides shade and erosion control, and creates a green belt and green frame around the community.²

Today, the pine forest is threatened by two separate forces. First, Cambria is continuing to develop, resulting in the loss of some trees for home sites, views, and grading. Under the combining designation of the Monterey Pine Forest habitat in the *North Coast Area Plan*, the County provides guidance on siting of new development in relationship to the trees, guidelines for vegetation removal, and tree replacement thresholds. Under this designation, for each tree that is

² Topping, Ken, *Ken Topping's Notes on the Forest*, Design Plan Steering Committee, August 25, 1998.

Figure 2 - (color image)

Figure 2 - back

removed two must replace it. In addition to this combining designation, the County created a lot retirement program in the *North Coast Area Plan* also. The program allows for transfer of development rights in return for retiring lots from designated areas within Cambria. The designated areas are generally steep hillsides which are heavily forested.

The other significant impact to the forest is a fungus known as the pine pitch canker, which has been killing the Monterey Pines throughout California and which threatens to destroy the Monterey Pine Forest in Cambria. According to the N.Y. Times, “scientists fear that 80 percent of the giant Monterey pines...could be gone in the next 30 years.”³

Although many community members fear that Cambria will lose its entire pine forest in the next years, other evidence indicates that not all trees will be lost and the community can take steps to preserve the forest. Plant pathologists and horticulturists believe that 10% of the Monterey Pines are resistant to the canker without any outside assistance. In addition, a series of recent measures and academic research has offered hope for the forest’s long-term survival:

- Use of expanded County Tree Removal and Replacement Rules
- Formation of the Cambria Forest Committee
- Initiation of the Proposed *Forest Management Plan*
- Allocation of \$2.1 million by the State of California for Research on Pine Pitch Canker
- Development of a Pine Pitch Resistant Stock

Further information on these programs is provided for in the Implementation Chapter and background information related to Monterey pines and pine pitch canker are included in Appendix B of this report.

³

“Lowly Fungus Poses Dire Threat to the Majestic Monterey Pines,” N.Y. Times, June 10, 1998.

2. Topography

Another unique and notable feature of Cambria is the three-dimensional landscape of the surrounding hills, the Santa Rosa Creek Valley and the bluffs along the Pacific Ocean. This landscape creates a palette for development that does not encourage suburban sprawl and provides many nooks and crannies for special places with different character throughout the community. The two Villages lie in the flat areas of the Santa Rosa Creek Valley, while the neighborhoods encompass the villages on the surrounding hills and marine terraces. Each of the neighborhood locations has a different slope aspect, different topography and different amount of forest. Each of these characteristics creates a different ambience in the neighborhoods, creating what locals call different personalities for each of the neighborhoods.

3. Pacific Ocean

The Pacific Ocean is the western boundary of Cambria. Moonstone Beach, Park Hill, Seaclift Estates, East West Ranch and Marine Terrace are all adjacent to the ocean and are oriented towards it. Public access and views of the ocean exist along Moonstone Beach Drive, at San Simeon Beach, at Shamel Park and at many small public access points in the neighborhoods. A direct connection to the ocean defines much of Cambria.

4. Santa Rosa Creek

Santa Rosa Creek runs east to west through Cambria, beginning in the Lucia Range and ending in the Pacific Ocean. Much of the early development in Cambria was created on the flood terraces and flat areas around the creek. East Village was originally oriented towards Main and Bridge Streets, which connected the creek to the village. However, after the Great Fire and with the advent of the auto and Main Street, all development in the East Village, Mid-Village and West Village oriented itself towards the vehicular traffic on Main Street. The overall effect was a turning away from the creek.

In addition to turning its back on the creek, the development on the creek terraces within flood-prone areas has made an already problematic flood and runoff situation worse. Four recorded floods have covered the area of the West Village since the first settlers of Cambria began to develop this area. New development has covered permeable soils and has constricted the flow of the creek during heavy storm runoff periods. The largest contributor to flood conditions is Highway One which acts as a dam and pushes water, in times of heavy storm run off, towards the West Village.

5. Cambria Rock

Cambria Rock, which sits in the Pacific Ocean just off shore near Weymouth Street in Moonstone Beach, is a natural landmark to the local residents. The view of this rock can be seen along Moonstone Beach Drive and at Moonstone Beach.

6. Scott Rock

Scott Rock, the other significant landmark rock in the community, is perched on top of the northeastern hill next to Cambria, just above the Coast Union High School. The rock is visible from the entrance into the East Village from Main Street near the intersection of Highway One.

C. Urban Design

This section describes current urban design patterns in Cambria in general and in the four commercial districts in particular. It includes analysis of streetscape conditions, landmarks, gateways and edges. Additional information on current existing streetscapes and gateway conditions for the villages and Moonstone Beach are described in each of their respective chapters.

1. Landmarks

Visually important landmarks that help people find their bearings in Cambria include Santa Rosa Creek and Highway One. Both the highway and the creek criss-cross the community, with the creek essentially running from east to west and Highway One running north and south.

2. Gateways

Gateways are the areas that mark the entry to a community or a district. They help to define community identity and physically demarcate the boundaries of a place. They create a visitor's first impression of a community. The community of Cambria has four major gateways that are defined by Highway One's intersections with the northern and southern ends of Main Street, Cambria Drive and Burton Drive.

It is important that the visual relationship and physical connections between Cambria and Highway One be addressed due to the physical relationship between Highway One and the community and because the flow of motorists off of Highway One have a significant impact on Cambria. This Design Plan seeks to enhance the identity of the community along this corridor by retaining views of the Pacific Ocean and enhancing or blocking views of the backs of commercial buildings. It also seeks to demarcate gateways and connections into the commercial districts designs that enhance the identity of the community.

3. Edges

The visual edges of the community are sculpted by the natural features, original subdivisions and zoning regulations. The most prominent edge is the Pacific Ocean, which defines Cambria's western edge.

The Urban Reserve Line (URL) is a policy boundary that determines the boundaries of urban development in unincorporated San Luis Obispo County. It separates urban and rural land uses and is based on the projected growth

through 2016. In Cambria, most of the URL runs along parcel lines and the Highway One right-of-way; however, the URL and the Cambria Community Services District⁴ boundary has been set in relation to the original subdivisions. Nearly all of the development in the community occurs within the Cambria Community Services District boundary. Only very limited development is allowed by the County outside the Cambria Community Services District boundary.

The northern and southern boundaries are less clear than the other edges of Cambria because topography in these areas does not constrict growth and allows new development to spread in these directions.

The edges of the commercial districts are clear in most areas due to the steep hillsides, forests, and creek backdrops. The older character of the downtown is also defined by the absence of large parking lots on the periphery. However, the edges between some of the commercial districts lack some clarity. Mid-Village, which developed after and between the East and West Villages, currently blurs into both of the villages to the east and west. This plan seeks to clarify the boundaries between Mid-Village and the adjacent East and West Villages.

⁴ The Cambria Community Services District provides water, wastewater, solid waste, recycling, fire, parks, street lighting, transit, and other services.

4. Development Patterns

Development patterns in each of the four commercial districts vary according to the era of development, the history of ownership, the topography of the land and other development issues.

a. East Village

The development patterns in the East Village are the most varied of those of the four commercial districts addressed in this plan. In the East Village, Main Street generally runs parallel to Santa Rosa Creek and is one of two collector streets. The other collector, Burton Drive, runs perpendicular to and ends at Main Street, thus creating a “T”- pattern of collector streets. Burton Drive and Main Street handle the main vehicular and pedestrian movements within the Village, with pedestrian and vehicular circulation radiating off of these two streets onto the local streets. Both Burton Drive and Main Street are narrow, with two traffic lanes and two parallel parking lanes. These narrow rights-of-way slow traffic down and thus create a more pedestrian friendly atmosphere.

The lot and building patterns in this community reflect an era of development from the 1880's and early 1900's. Parcels have irregular sizes and shapes, with a preponderance of long, narrow lots in the commercial center and square lots in more predominantly residential areas. On Main Street in the Village Center, buildings are built with zero setbacks and lot coverage approaching 100 percent, while buildings in the other areas reflect residential development patterns with front, side and rear setbacks.

b. West Village

Originally platted as part of the 12,184-acre Santa Rosa Ranch in 1841, the West Village underwent a series of transformations at the mercy of various business transactions and the development of Highway One. In 1927, when the Cambria Pines Lodge was built, a large tract of land called Cambria Pines was subdivided with a business section that was called the Flats, now known as the West Village. The Flats, given its name because of its topographical setting, is tucked between Santa Rosa Creek and the hills to the north.

Main Street runs through the commercial center of the West Village and connects the village to the other villages and Highway One. The other roadways in the West Village respond to the importance of Main Street, the connection to Highway One and the constraints of the topography. Essentially, two loop roads exist on the north side of Main Street and between the

surrounding hillsides; these are Kent and Cornwall Streets. Alleys run parallel to Main Street behind the businesses that are on Main between the Cornwall Street loop, while Arlington Street bisects the Cornwall loop. Sheffield Street, which connects the West Village to the surrounding neighborhoods and Cambria Drive which connects the West Village to Highway One, are the only other streets in the West Village.

Main Street in the West Village is wide, with a moderately wide sidewalk on its north side. The street's width provides ample space for diagonal parking but also encourages faster traffic speeds than are considered safe for pedestrian crossings. The other streets in the West Village generally have ample rights-of-way; however, the streets are developed with two narrow lanes, no parking and no formal pedestrian paths or sidewalks due to topographical constraints.

The platting in the West Village generally consists of long rectangular lots, oriented with the narrow dimension adjoining the street face. The lots are typically 25 feet wide by 75 feet deep.

Buildings in the West Village are typically built to the lot line or sidewalk. The buildings also are generally built with zero side setbacks and are generally two stories tall. Most of the buildings have retail uses on the ground floor, with a mix of retail, office and residential uses on the second floor.

c. Mid-Village

Mid-Village is a linear strip of businesses residences lining Main Street between the East and West Villages. The majority of parcels in this district are larger than parcels in the East and West Villages, because this portion of Cambria originally consisted of agricultural parcels which were subdivided and/or developed much later than the two Villages. The parcels range in size from approximately 14 acres down to .08 acres (50' x 75'). Most of the parcels line Main Street, however a few are located off of the street on the up-hill slope. Buildings in this area are generally built off of the street and are oriented towards parking lots. In most cases, parking lots are in front of the building and/or are visible from Main Street.

d. Moonstone Beach

Moonstone Beach is comprised of a linear, one-sided commercial strip that is at the top of a bluff along the Pacific Ocean. The strip, Moonstone Beach Drive, is dotted with motels, hotels, and restaurants that are located on the

eastern side of Moonstone Beach Drive and are oriented for the views of the Pacific Ocean.

Lot sizes in Moonstone Beach are 100-foot by 200-foot commercial lots. Buildings are typically built with a significant front setback on Moonstone Beach Drive and the other streets. Because of the tremendous views of the Pacific Ocean many of the buildings are built at the maximum height limit and block views of the Pacific Ocean from Highway One.

D. Historic Resources

There are over forty historic structures in Cambria, all of which contribute to the overall character of the community. Many of these historic structures are located in the East Village, with a few the in Mid-Village and the West Village. These buildings are listed in Tables 1 and 2 and are shown in Figures 3 and 4. These structures were constructed between 1870 and 1940, and they reflect Victorian, craftsman, and standard commercial buildings from Cambria's past.

Most of the information available regarding these historic resources is found in informal studies conducted by the Chamber of Commerce and the Cambria Historical Society. Some additional information on specific properties is contained in the *North Coast Area Plan*. The California Environmental Quality Act (CEQA) uses a specific definition of historic resources that is different than the design plan. The structures on this list have not been analyzed in relation to the CEQA definition of historic resources. Such a determination should be made through the inventory recommended in the implementation chapter.

TABLE 1 EAST VILLAGE HISTORIC RESOURCES⁵

Current Name of Property (Known Historic Name and/or Original Owner)	Location	Year Built	Historic Combining Designation
Duncan House (Grant-Lull General Merchandise & Lull House)	2581 Main St.	1865	√
Olallieberry Inn (Manderscheid House)	2476 Main St.	1870's	√
Hilger House (Leffingwell House)	2420 Main St.	1880's*	√
The Cambrian	2442 Main St.	Unknown	

⁵ Sources that provided information for this table include: *North Coast Area Plan*, *Public Hearing Draft*, *Tour Historic Downtown Cambria* prepared by the Chamber of Commerce, *A Sunday Stroll Down Memory Lane*, prepared by the Cambria Historical Society, and telephone conversations with Mr. Wilford Lyons, representatives of the Old Santa Rosa Chapel, Camozzi's Saloon, Soto's Market, Coldwell Banker, Robin's Restaurant, Squibb House and Bramble's Restaurant.

Current Name of Property (Known Historic Name and/or Original Owner)	Location	Year Built	Historic Combining Designation
Old Santa Rosa Chapel (Old Santa Rosa Chapel)	2353 Main St.	1870	√
Cambria Community Church (First Presbyterian Church)	4313 Bridge St.	1874	√
The Tea Cozy (Thorndyke House)	4286 Bridge St.	1880	√
Lyons House (Lyons House)	4281 Bridge St.	1922	
Simpson-Heller Building (Bank of Cambria)	2255 Main St.	1930	√
Camozzi's Saloon	2262 Main St.	Unknown	√
Soto's Market	2244 Main St.	Unknown	√
Sound Studio (Bucket of Blood Saloon)	NE corner of Bridge & Center	1900's*	√
White House (Forrester House)	2276 Center St.	1868	√
Art Expressions (Maggetti House)	2261 Center St.	1890's*	√
Joss House (Chinese Temple)	2264 Center St.	1920 ⁶	√
Bianchini House (Guthrie House)	4120 Burton Dr.	1882	√
Carroll's Blacksmith Shop	4121 Burton Dr.	1900's ⁷	√

⁶ House was joined together in 1920. Front portion was built prior to 1890. Right portion was built in 1899.

⁷ This building is in the process of being torn down and is being replaced with an exact replica.

CAMBRIA DESIGN PLAN
CH. 3 EXISTING CONDITIONS

Current Name of Property (Known Historic Name and/or Original Owner)	Location	Year Built	Historic Combining Designation
Heart's Ease (Proctor House)	4101 Burton Dr.	1870's*	√
Robin's Restaurant (Souza House)	4095 Burton Dr.	1920's*	√
Squibb House (Darke House)	4063 Burton Dr.	1877	√
The Shop Next Door (Paterson Carpentry Shop)	4063 Burton Dr.	1889	√
Bramble's Restaurant (Mora House)	4005 Burton Dr.	1880's*	√
Burton Drive Inn (Rigdon Residence)	4036 Burton Dr.	N/A ⁸	√
Cambria Bike Outfitters ⁹ (Dickie House)	2150 Center St.	Unknown	√
Bluebird Motel (Lull House)	1880 Main St.	1880	√

*Exact date is unknown.

⁸ This is the site of the Rigdon Residence. The original Rigdon Residence is no longer on the site. Rufus Rigdon, one of the town's settlers occupied the original house on this site. His son, Elmer Rigdon, became a California State Senator and in 1917 won approval for the construction of the coast highway between San Simeon and Monterey.

⁹ This house was moved from its original location at the southeast corner of Burton Drive and Center Street. In addition the original house was incorporated into a new structure.

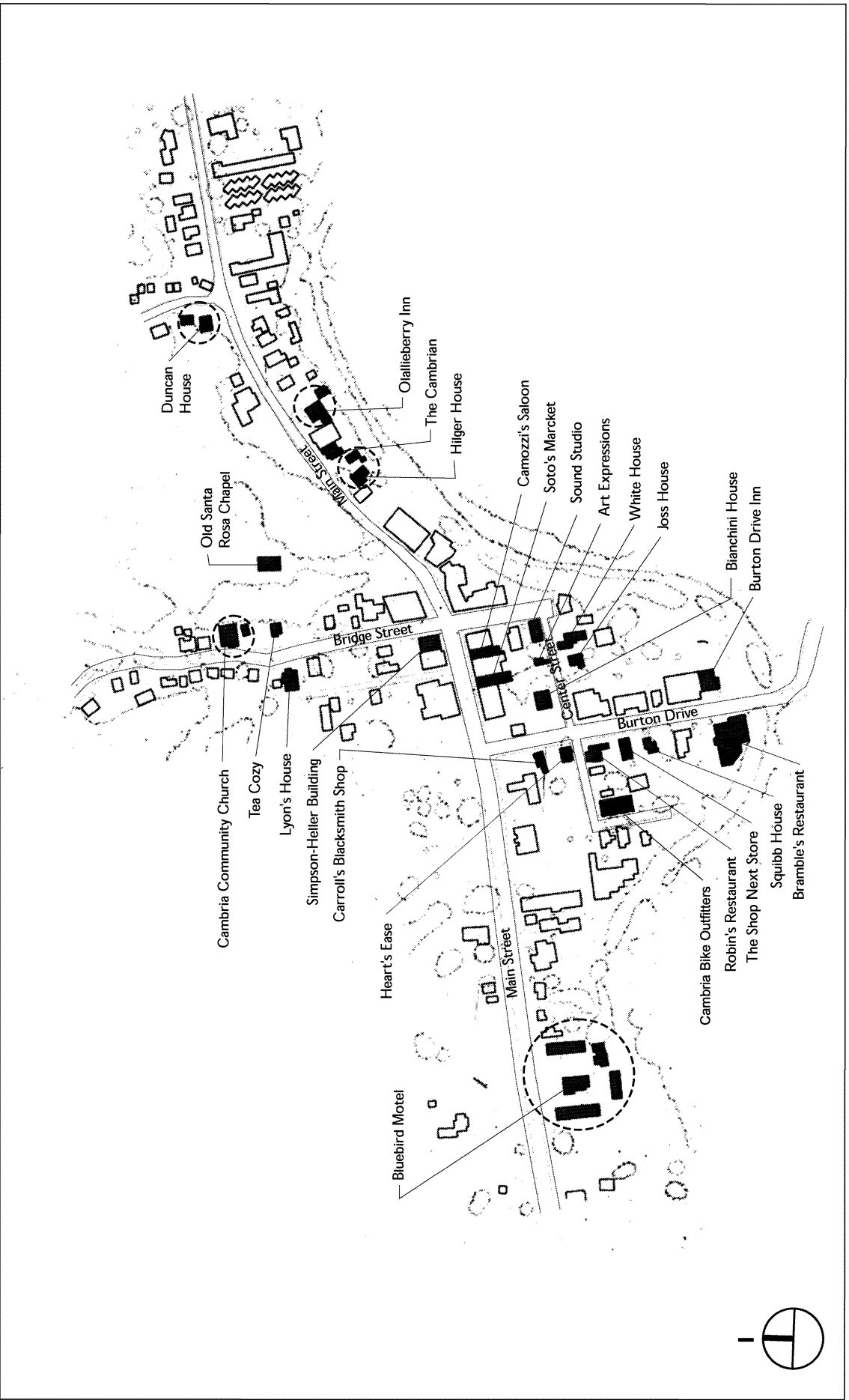


FIGURE 3

TABLE 2 CAMBRIA HISTORIC RESOURCES OUTSIDE THE EAST VILLAGE¹⁰

Current Name of Property (Known Historic Name and/or Original Owner)	Location	Year Built	Historic Combining Designation
Mid-Village			
Cambria Grammar School	1350 Main St.	1940	
West Village			
Veteran's Memorial Building (Veteran's' Memorial Building)	1000 Main St.	1949	
Piedras Blancas Lighthouse Lens ¹¹	1000 Main St.	1874	
Schoolhouse Gallery (Santa Rosa Schoolhouse)	880 Main St.	1881 ¹²	
Texaco (Cambria General Store)	850 Main St.	1930's	
Lion's Club (Cambria Jail)	850 Main St.	Unknown	
Pewter Plough Playhouse (Southern Pacific Milling Co.)	824 Main St.	1939 ¹³	

¹⁰ Sources that provided information for this table include: *North Coast Area Plan*, *Public Hearing Draft, Tour Historic Downtown Cambria* prepared by the Chamber of Commerce, and *A Sunday Stroll Down Memory Lane*, prepared by the Cambria Historical Society.

¹¹ This lens was removed from the Piedras Blancas Lighthouse in the 1940's by the US Coast Guard. It was saved and installed by Cambrian citizens at its current location.

¹² This structure has been moved from its original location next to Santa Rosa Creek.

¹³ Structure rebuilt in 1951 and is part of the current Pewter Playhouse building.

Current Name of Property (Known Historic Name and/or Original Owner)	Location	Year Built	Historic Combining Designation
Cambria Country Store (The Pines Bakery)	784 Main St.	1932	
Hillcrest Inn (Sunset View Motor Lodge)	800 Hillcrest Dr.	1930's*	
New Moon/Exotic Nature (The Cambrian)	783 Main St.	1932*	
Soldier Factory (R.A. Creath's Electric Supply)	789 Main St.	1920's*	
Cambria Chamber of Commerce (Cambria Chamber of Commerce)	767 Main St.	1932	
Caren's Corner (Benson Hotel)	755 Main St.	1920's*	
Home Arts (O'Neils Coffee Shop)	723 & 719 Main St.	1937	
Old Stone Station (Van Scoy's Red Lion Gas Station)	715-713 Main St.	1931	
Masonic Hall	614 Main St.	Unknown	
Happy Hill Residential Neighborhood			
Nitwit Ridge (Art Beale House)	881 Hillcrest Dr.	Unknown	√

* Exact date is unknown.

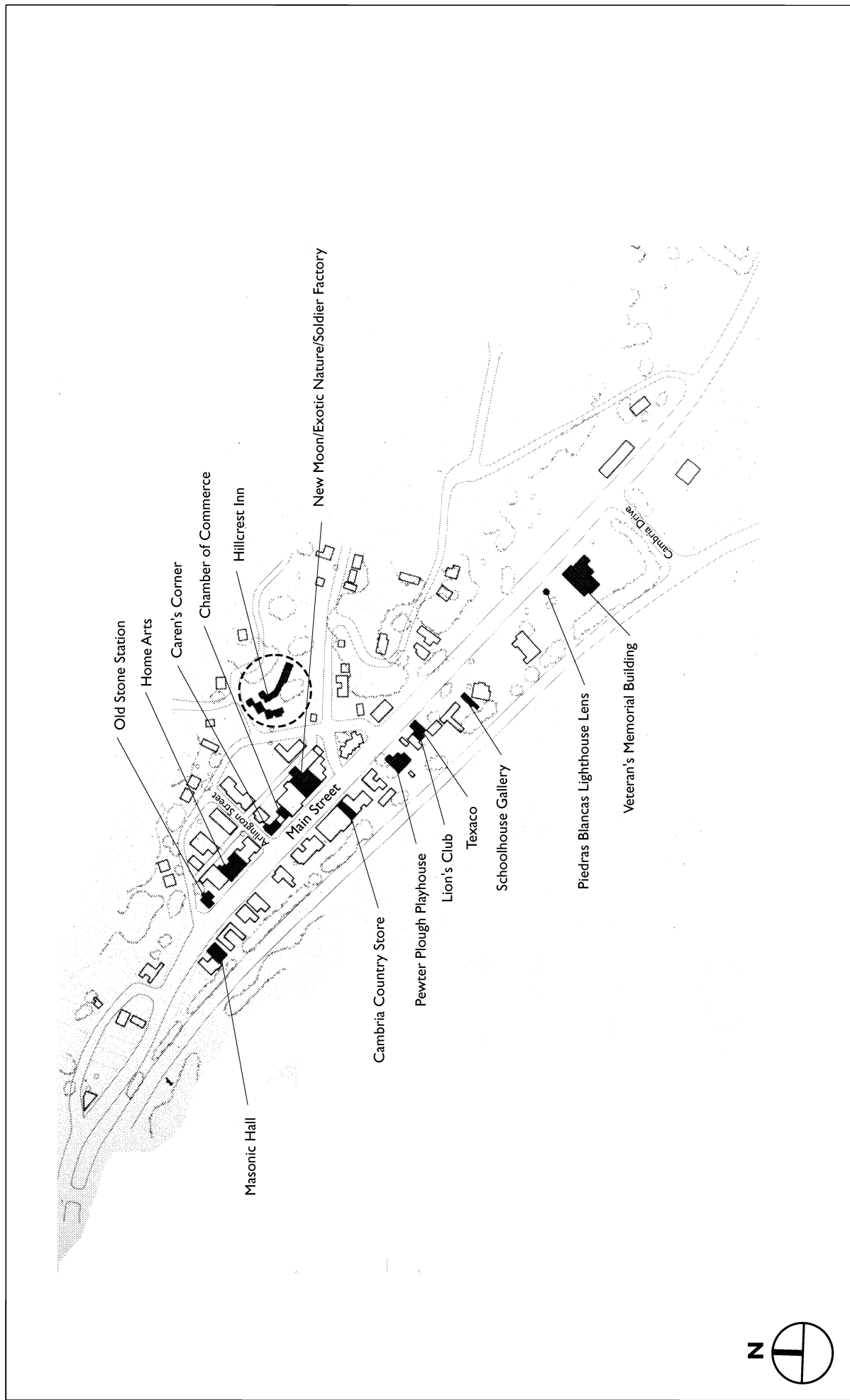


FIGURE 4

WEST VILLAGE HISTORIC RESOURCES

E. Circulation and Parking

This section describes the existing parking and vehicular, bicycle and pedestrian circulation conditions in Cambria. Specific information on parking in the East and West Villages is provided for in their respective chapters.

1. Circulation

The information below is based on the *North Coast Circulation Study* written for the County in 1992. Field observations were executed in the East and West Villages at the beginning of the planning process in order to supplement and update the information provided in the *Circulation Study*.

a. Vehicular Circulation

Local vehicular circulation in Cambria is concentrated on Highway One, Main Street, Burton Drive, Windsor Boulevard, and Moonstone Beach. According to the *North Coast Circulation Study*, Highway One accommodates a medium volume of through circulation and quick stop offs in the West or East Villages, with approximately 6,400 daily trips and an Level of Service of E¹⁴ on summer weekends. Most vehicular traffic utilizes the primary collector of Main Street to travel east or west, with Burton Drive, Windsor Boulevard, Ardath Drive, Pine Knolls Drive, Charring Lane, Weymouth Street and Buckley Drive serving as the other collectors.

The majority of vehicular traffic is concentrated in the East and West Villages, with Mid-Village receiving a high volume of through traffic. According to the *North Coast Circulation Study*, traffic is highest in the East and West Village centers, with 10,000 vehicle trips a day and an LOS of D on summer weekends. The study states that traffic levels increased steadily between 1970 and 1990, and it is reasonable to believe that they have increased since 1992 as well.

b. Pedestrian Circulation

The Central District of the West Village and the Village Center of the East Village are the two primary high pedestrian traffic areas in Cambria. Sidewalks in these areas facilitate walking, while gravel shoulders in the Mid-Village and Moonstone Beach discourage pedestrian circulation.

¹⁴ Level of Service is a scale traffic engineers utilize to measure the traffic flow of a street or intersection. The levels range from a grade of A, which is the highest and best Level of Service, to a grade of F, which is the lowest and worst Level of Service.

c. Bicycle Circulation

According to the *North Coast Circulation Study*, there is not a great concentration of bicycle traffic within the community of Cambria. There are a large number of seniors and retirees in the population, and the hilly terrain makes the area difficult for bicycle travel. However, some local residents have shown an interest in improving Cambria for bicycling, particularly in the flatter areas along Santa Rosa Creek.

The Cambria Community Services District has been working to plan and construct a 1.75 mile Cross-Town Trail connecting the Park Hill neighborhood with Burton Drive in the East Village. As illustrated in Figure 5, the trail is proposed to start at Shamel Park at the west end of town. Between Shamel Park and the Windsor bridge the trail would consist of two striped bike ways and a pedestrian trail on the north side of Windsor Boulevard. The trail would cross the bridge and follow the edge of Santa Rosa Creek, where the trail would consist of an 8-foot wide multi-use trail with 2-foot wide shoulders. At the intersection of Cambria Drive and Highway One the trail would leave the creek area and cross Highway One. The trail would continue along Cambria Drive up to Main Street where the trail would be integrated into the Cambria Main Street Enhancement Plan. On Main Street the trail would meander along the downslope side of Main Street with an average width of 8 feet. At Bluebird Lane, which is a 20-foot right-of-way and paper street, the trail would angle off Main Street and onto a pedestrian bridge that would connect the trail with Rodeo Grounds Road. The trail would follow the alignment of Rodeo Grounds Road past Burton Drive and through Tin City. In Tin City the trail would cross over the pedestrian bridge to the East Village Historical Park which is described later in the East Village Chapter. The trail would continue east of the bridge however the future alignment east of the bridge is yet to be determined. Another trail along Santa Rosa Creek could extend from Cambria Drive to the creek and along it to the pedestrian bridge at Bluebird Lane.

2. Parking

The existing parking supply in the East and West Villages is generally lower than the current demand. On summer weekends, visitors fill both legal and informal on-street parking spaces in the East Village and the West Village, and they often also utilize the off-street parking lots, which typically fill only after on-street spaces are all occupied. On summer weekends, the western gateway to the East Village is often littered with cars and RV's parked between the hillside and the roadside. The lack of parking spaces in the Villages creates vehicular congestion in the village centers as people drive around searching for

parking. More specific information on parking in the East and West Villages is provided in their respective chapters.

F. Policy & Planning Context

The policy and planning context in San Luis Obispo County and Cambria is complex due to the number of agencies with jurisdiction and their concerns. The *Cambria Design Plan* works in conjunction with several County planning documents, including the *County General Plan*, the *North Coast Area Plan*, the *County-wide Design Guidelines Manual*, the County's *Trails Plan and Bicycle Plan* and with the Cambria Community Services District's *Parks, Recreation and Open Space Master Plan*. An overview of these policy documents and their relationship to the *Design Plan* is provided in Appendix C: Policy & Planning Context.

insert Figure 5: Cross Town Trail (color image)

Figure 5 - back

4 AREA-WIDE DESIGN STANDARDS

This Chapter provides the design standards applicable to all new development within the Design Plan Area. In addition to complying with these requirements, new development shall conform to all applicable LCP provisions (e.g., Coastal Plan Policies, Coastal Zone Land Use Ordinances, and North Coast Area Plan standards), including but not limited to those provisions cross-referenced by the Design Plan.

1. Drainage Requirements

All new development shall provide Best Management Practices (BMPs) to address polluted runoff. BMPs shall be sized and developed to meet the requirements of the California Storm Water Best Management Practices Handbook. Such measures shall include, but not be limited to: minimizing the use of impervious surfaces (e.g. install pervious driveways and walkways); directing runoff from roofs and drives to vegetative strips before it leaves the site; and/or managing runoff on sites (e.g. percolation basin). The installation of vegetated roadside drainage swales shall be encouraged and, if used, calculated into BMP requirements. The combined set of BMPs shall be designed to treat and infiltrate stormwater runoff up to and including the 85th percentile storm event.

Commercial development shall use best management practices (BMPs) to control and prevent pollutants from entering the storm drain system. BMPs shall be chosen and sized to meet the guidance of the California Storm Water Best Management Practices Handbook (Industrial/Commercial). Such measures shall include both source control and treatment control practices that ensure contaminants do not leave the site. Stormwater runoff from commercial sites shall be filtered through BMPs that treat stormwater runoff up to and including the 85th percentile storm event. Restaurant and other commercial cleaning practices that can impact water quality (such as floor mat rinsing and vehicle cleaning) by introducing chemicals to storm drain systems (detergents, oils and grease and corrosive chemicals) shall provide designated areas that collect and dispose of this runoff through the sanitary sewer system. Street sweeping and cleaning shall use best management practices outlined in the above referenced handbook or the Model Urban Runoff Program¹ to keep contaminants and cleaning products from entering the storm drain system..

¹ The "Model Urban Runoff Program: A How to Guide for Developing Urban Runoff Programs for Small Municipalities" was prepared in July 1998 by the Cities of Monterey and Santa Cruz, the California Coastal Commission, the Monterey Bay National Marine Sanctuary, the Association of Monterey Bay Area Governments, Woodward-Clyde consultants, and the Central Coast Regional Water Quality Control Board.

2. Santa Rosa Creek Setbacks and Habitat Protection

All new development shall be setback a minimum of 100 feet from the upland edge of riparian vegetation. Setbacks of less than 100 feet are allowed in accordance with Section 23.07.174d.2 of the Coastal Zone Land Use Ordinance. Recreational trails shall be sited outside of areas with riparian vegetation.

3. Flood Hazards

New development shall comply with Coastal Plan Policies for Hazards and the Flood Hazard provisions of the Coastal Zone Land Use Ordinance, and shall be reviewed for its relation to the Cambria Flood Mitigation Project. Approval of new development shall be contingent upon a finding that the project will not interfere with implementation of the Flood Mitigation Plan.

4. Historical Preservation

New development shall be consistent with Coastal Plan Policies protecting special communities and small-scale neighborhoods by, among other means, preserving structures of historic significance and complying with CZLUO provisions for historic sites and the Secretary of Interior's standards for the treatment of historic structures. This shall include an evaluation of the historic significance of all potentially historic structures listed in Chapter 3 of the Design Plan according to the procedures established by the Secretary of the Interior, prior to permitting development that would impact these structures. Where historical buildings cannot be preserved for structural reasons, or where they are destroyed by fire, neglect, or other cause, the design of the replacement structure shall replicate the pre-existing historic structure. In any case where new development may impact a structure of potential historic significance, the project shall be referred to the State Historic Preservation Office (SHPO), and any comments or recommendations provided by SHPO shall be fully considered and evaluated as a part of the development review process.

5 EAST VILLAGE

This chapter focuses on the East Village. It includes a list of goals; illustrative designs for streetscape improvements, gateways, open space, circulation and parking; and design standards and guidelines.

A. Goals for the East Village

This Design Plan seeks to fulfill the following goals for the East Village:

- ◆ Enhance the identity of the East Village, its historical and natural resources, districts and its boundary.
- ◆ Improve connections to Santa Rosa Creek.
- ◆ Knit together the existing East Village retail areas on Main Street and Burton Drive.
- ◆ Provide for additional cultural and open space facilities in the East Village.
- ◆ Retain, improve and add to the parking supply in the East Village.
- ◆ Improve the streetscape of Main Street through plantings, paving, street lighting and other furnishings.
- ◆ Encourage development to blend with the existing built context.
- ◆ Reflect local slopes, geology and hydrology in planning and design.
- ◆ Protect and enhance the historic resources of the East Village.

B. Design Districts

For the purpose of this chapter, the East Village has been divided into three design districts as illustrated in Figure 7. These districts have different physical characteristics, land use patterns and design features. Somewhat different design treatments are proposed in each of the three districts.

The three districts are:

- ◆ **Village Center.** This district, at the center of the East Village, is the Village's central shopping and cultural area. It is filled with antique stores, boutiques, galleries, restaurants and local serving retail. This circular shaped district is bordered by Main Street and Santa Rosa Creek, and is framed by wooded hills on the north and south. This district contains most of the historical buildings in the East Village, with the associated small and irregularly shaped parcels and narrow street system.
- ◆ **Bluebird District.** This district acts as the western gateway into the East Village along Main Street. This area, which is between the paper street of Bluebird Lane and Burton Drive, is a one-sided strip bordered to the north by the steeply sloping, largely undeveloped hillside. The southern down-slope side of the street includes the Redwood Center and the historic Bluebird Motel. These two large developments act as two bookends to the district and to the smaller business buildings between them.
- ◆ **Old Residential District.** This district acts as the eastern gateway into the East Village. It includes the northeast section of the East Village along Bridge and Main Streets. The land use pattern in this district is formed by the old residences that were built at the edges of the East Village. In addition to the old residences in this district, there are new residences, old residences converted into small business buildings, and small motels and bed and breakfasts.

C. Gateway

Eastern Gateway

The Eastern Gateway to East Village is one of three important gateways to the community, as shown in Figure 7. The Eastern Gateway occurs along Main Street as it drops from Highway One into the entrance to town.

Figure 6 - Illustrative Plan (front)

Figure 6 (back)

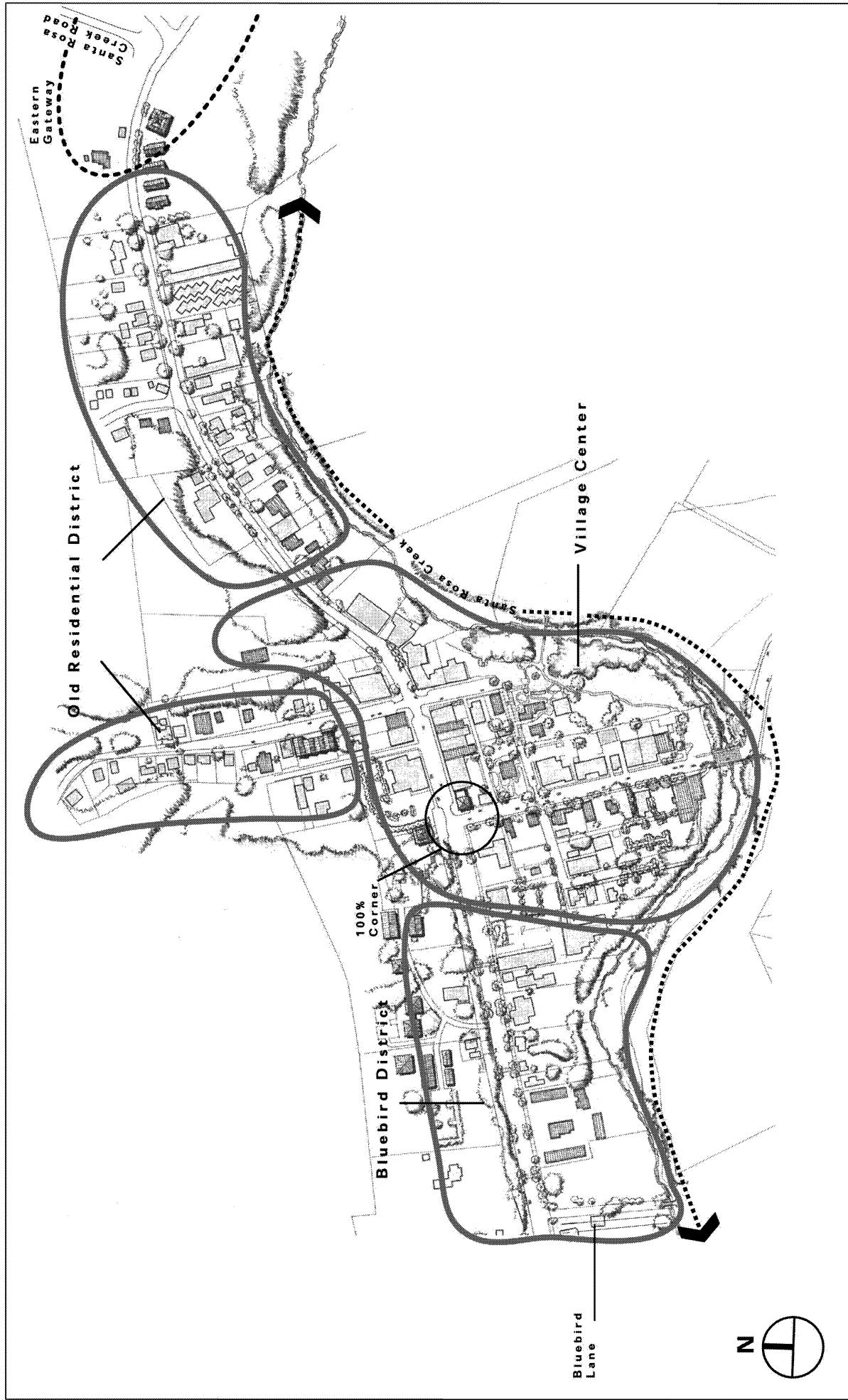


FIGURE 7
DISTRICTS & GATEWAYS
OF EAST VILLAGE
CAMBRIA DESIGN PLAN

As depicted in Figure 8, this lengthy road segment provides visitors approaching from the south with their first sense of Cambria. Undeveloped land dotted with cattle and lined with fences and eucalyptus trees provides the foreground scenery, while Scott Rock and the houses of the Pineview Tract are seen in the distance. As Main Street descends, it is surrounded by hillsides to the east and north. These hillsides terminate abruptly at Santa Rosa Creek. Next to the creek is an embellished gate to ranch land, and on the Village side of the creek is an old ranch house that represents the first structure in the East Village. Maintaining and enhancing this series of features would make this gateway even more special, and could occur through the following design interventions:

- ◆ A community identification sign would be located south of the Highway One and Main Street intersection to emphasize this intersection as the main gateway into Cambria for travelers arriving from the south, as shown in Figure 8. Such a sign could be located on an existing billboard or on a new sign. Markers such as those shown in Figure 9 should evoke the central California coast and act as a physical logo to the community.
- ◆ A cluster of specimen trees would be located at this intersection in the Highway One right-of-way. The selected tree species should be endemic to Cambria, and might include coast live oaks (*Quercus agrifolia*), bay laurel (*Umbellularia californica*) and big leaf maple (*Acer macrophyllum*).
- ◆ The segment of Main Street between Highway One and Santa Rosa Creek would be maintained in its current agricultural state. This should be possible through existing zoning.
- ◆ The Santa Rosa Creek crossing would be accentuated through the planting of additional riparian landscaping with species that are endemic to the site such as white alder (*Alnus rhombifolia*), California sycamore (*Platanus racemosa*), and western cottonwood (*Populus fremontii*). Cottonwood should not be used next to the road except when below the top of bank elevation in the creek channel.

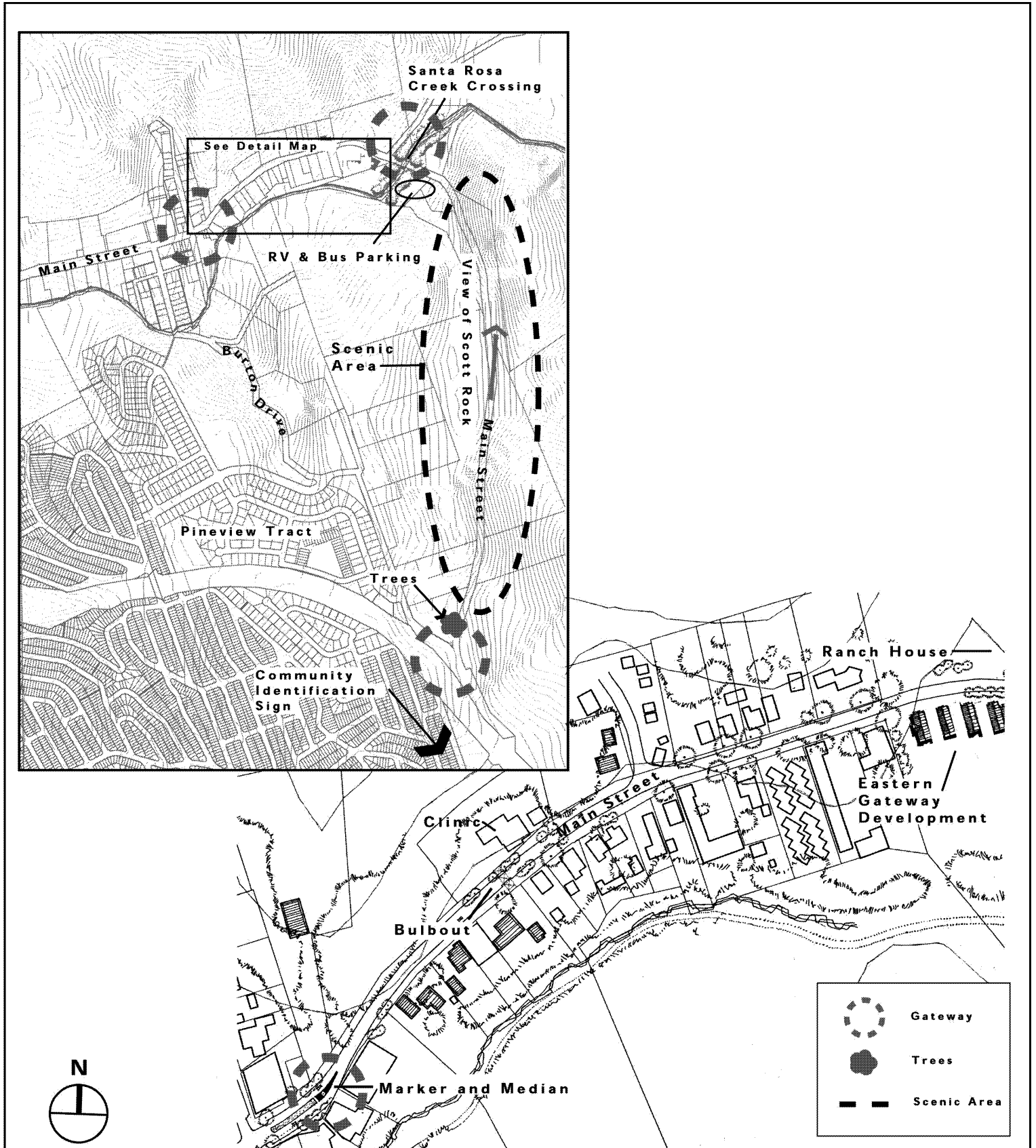


FIGURE 8

EASTERN GATEWAY

This landscaping would visually enhance the gateway by providing a vertical element, which would announce the creek and provide a visual screen. In addition, it would enhance the existing riparian habitat and thus help reinforce Cambria's natural setting.

This concept could include new plantings on the flood terrace of the Eastern Gateway development site that is discussed in more detail below in Section J.4 of this chapter. In addition, the design of this area should provide adequate space for the Santa Rosa Creek Trail and should be consistent with the *County's Trails Plan*.

- ◆ The first house located west of Santa Rosa Creek Road should be maintained and enhanced due to its historic character and significant location at the Eastern gateway to the village of Cambria. Property development should emulate and complement the street fronting locations and design elements of this and other houses along the Main Street corridor toward the village to the West, as well as farther up Santa Rosa Creek Road to the east. Development guidelines for this site are given in more detail in Section J.3 of this chapter.
- ◆ As a means to slow traffic entering the Village Center, curbs, gutters and sidewalks, parking spaces and a pedestrian bulb-out with a wide area of textured paving would be installed on Main Street west of the clinic.

The following existing policies would also help to maintain this gateway:

- ◆ Maintain the agricultural land along the roadway.
- ◆ Maintain the view of Scott Rock.
- ◆ Encourage private property owners to plant trees and shrubs at the intersection of Highway One and Main Street.

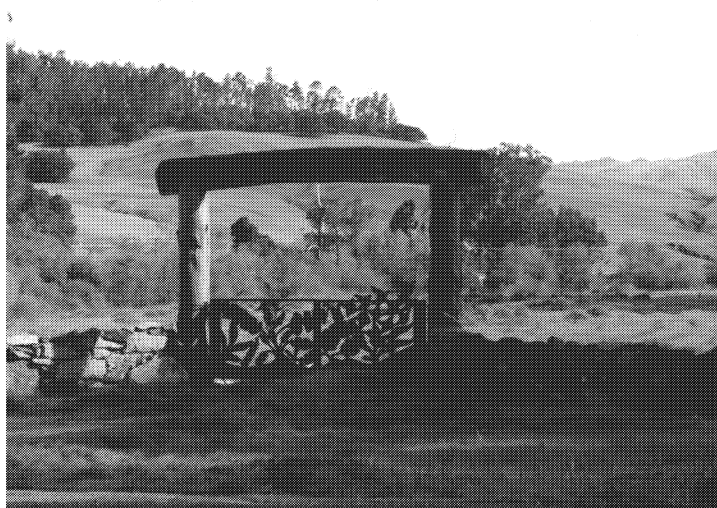


FIGURE 9

COMMUNITY IDENTIFICATION MARKERS

CAMBRIA DESIGN PLAN

D. Streetscape

While the East Village is charming, its streetscape could be improved without diminishing the rural character or quaintness of the community. For example, a creative system of pathways, sidewalks, street tree plantings and street furniture can be established. The proposed improvements are in keeping with the following general principles:

- ◆ Street trees are suggested in some areas to add identity and character. Due to the narrow rights-of-way in many areas, however, only selected streets and portions of streets are proposed for street trees.
- ◆ A continuous system of pathways and sidewalks is proposed within the Village Center and along Main Street. Continuous pathways and sidewalks encourage walking and window shopping. Wider sidewalks can create more comfortable pedestrian spaces and allow for amenities like street trees and seating. Sidewalks are intended to be wide enough to accommodate pedestrians, wheelchairs, small personal shopping carts and baby carriages.
- ◆ “Bulbouts” are proposed to widen the sidewalks into the on-street parking lane at the intersections of Center Street/Burton Drive and Main Street/ Bridge Street, and on Main Street between Burton Drive and Bluebird Lane. These bulbouts would help narrow the apparent width of the street, allowing for an easier pedestrian crossing. Bulbouts could also accommodate outdoor cafe seating and street furniture.
- ◆ New pedestrian-scaled lighting fixtures would be installed to add to the historic charm of the East Village. These fixtures should provide light that is as natural looking as possible.
- ◆ There would be a variety of seating in the Village Center, which would include built-in seating integrated into building facades (such as that at Linn’s), wide planter walls, and benches designed through a community competition. This amenity could only be placed where sidewalk widths are eight feet or greater.
- ◆ New trash receptacles would be provided in the Village Center. The streetscape improvements proposed in this Plan would work within the

existing rights-of-way of each of the streets. The improvements of each street are discussed individually below.

- ◆ One to two bike racks would be installed in the Village Center, in addition to those required for new development. These racks would be installed in the bulb-outs or in other pedestrian oriented areas where space is provided.

1. Main Street

This section discusses treatments for Main Street in three areas: in the Bluebird District, in the Village Center, and in the Old Residential District.

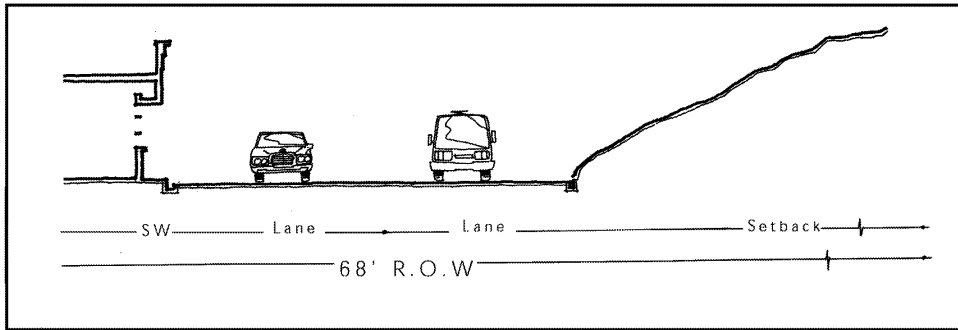
a. Bluebird District

Main Street's right-of-way in the western end of the East Village is 68 feet wide. As illustrated in Figure 10a, this right-of-way currently accommodates two very wide traffic lanes with diagonal parking on the southern side of the street. A large portion of the right-of-way is made up of a steeply sloping hillside.

As shown in Figure 10b, this portion of Main Street is proposed to be planted with Monterey pine (*Pinus radiata*), from local disease resistant stock, on the undeveloped uphill slopes. Erosion control, such as retaining walls, would be integrated with the Monterey pines to help secure this unstable hillside. The street itself and its down-slope side would be planted with native trees typical of the Monterey Pine forest understory. These trees and the pines would create a naturalistic corridor outside of the Village Center.

If cutting the slope is necessary to improve the road, no more than a three-to-one slope ratio is recommended. Where the retaining wall needs to be greater than four feet in height from natural grade to top of wall, the wall should be split and stepped down the slope, as illustrated in Figure 39 in the Mid-Village Chapter. The new streetscape would include:

- ◆ An 8-foot wide sidewalk on the south side of the street, one parallel parking lane, two traffic lanes, and a center turn lane.



a: Existing Conditions



b: Proposed Design

FIGURE 10

MAIN STREET IN BLUEBIRD DISTRICT

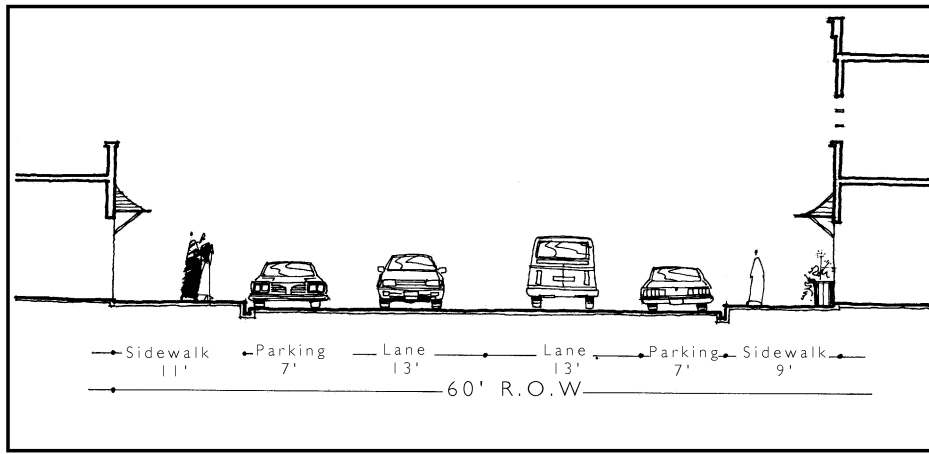
- ◆ Landscaped bulb-outs at intervals in the parking lanes, with trees.
- ◆ The landscaped bulbouts and street trees in the planting strip on the southern side of the street would be tanbark oak (*Lithocarpus densiflorus*), bay laurel (*Umbellularia californica*), toyon (*Heteromeles arbutifolia*), coast live oak (*Quercus agrifolia*), or other trees that are approved by the Department of Planning and Building or any other species that can be documented as a native within Cambria.
- ◆ Pedestrian scaled street lighting would line both sides of Main Street.
- ◆ Benches and trash receptacles would be placed at convenient locations along the sidewalk.

b. Village Center

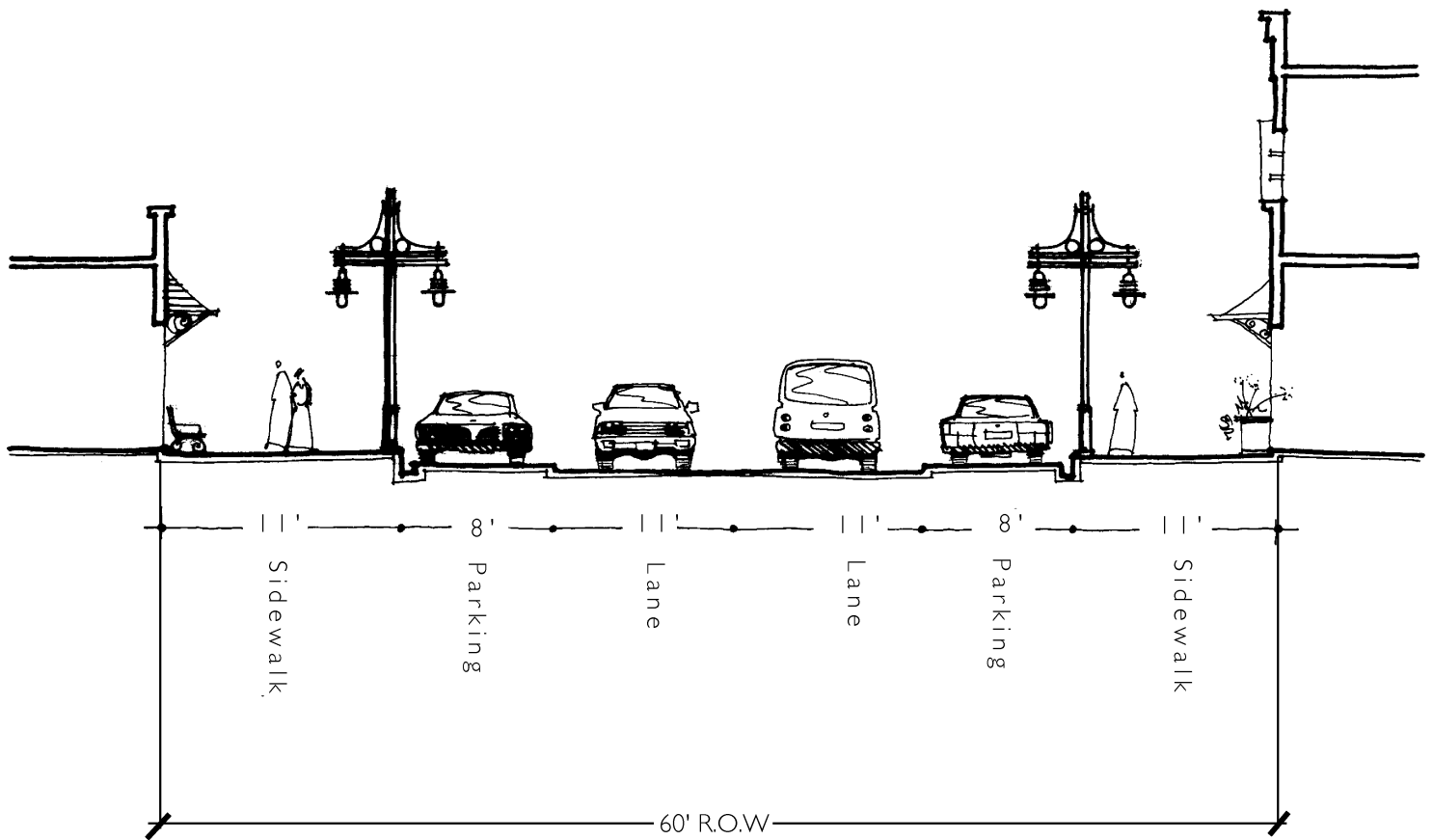
The block and a half of Main Street between Burton Drive and the Santa Rosa Cemetery contains some of the most intensive village development in Cambria. The existing streetscape, which consists of two sidewalks, two parallel parking lanes, and two traffic lanes, fits within a relatively narrow 60-foot right-of-way, as shown in Figure 11a. Relatively tall one-story and two-story buildings built to their lot line enclose this lively street segment.

The improvements to this section of Main Street are shown in Figure 11b and would consist of:

- ◆ The plan proposes to widen the sidewalk on the north side of Main Street from nine feet to eleven feet to provide room for pedestrians and pedestrian amenities on this sunny side of the street.
- ◆ Pedestrian scaled street lamps, seating and trash receptacles.
- ◆ Installation of bulbouts with clearly marked crosswalks at the intersection of Main Street with Bridge Street. These bulbouts would be in the Bridge Street right-of-way only.



a: Existing Conditions



b: Proposed Design

FIGURE 11

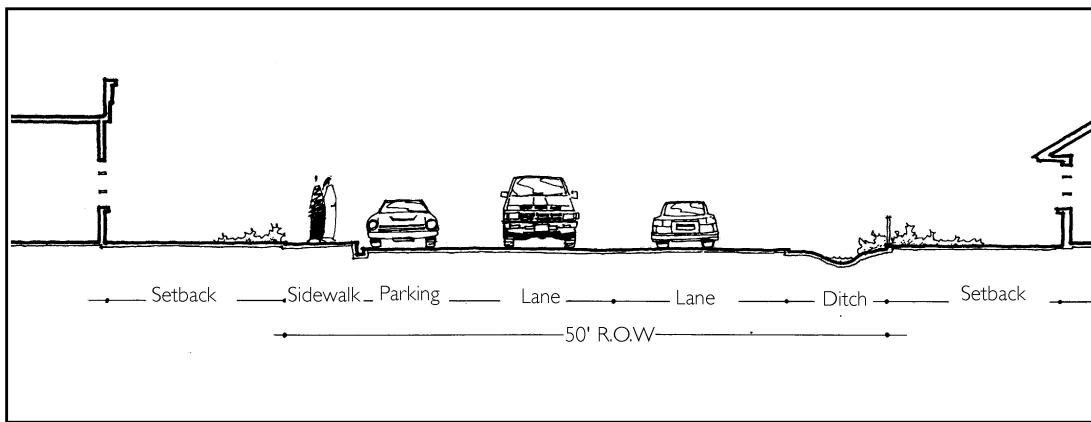
MAIN STREET IN THE VILLAGE CENTER

c. Old Residential District

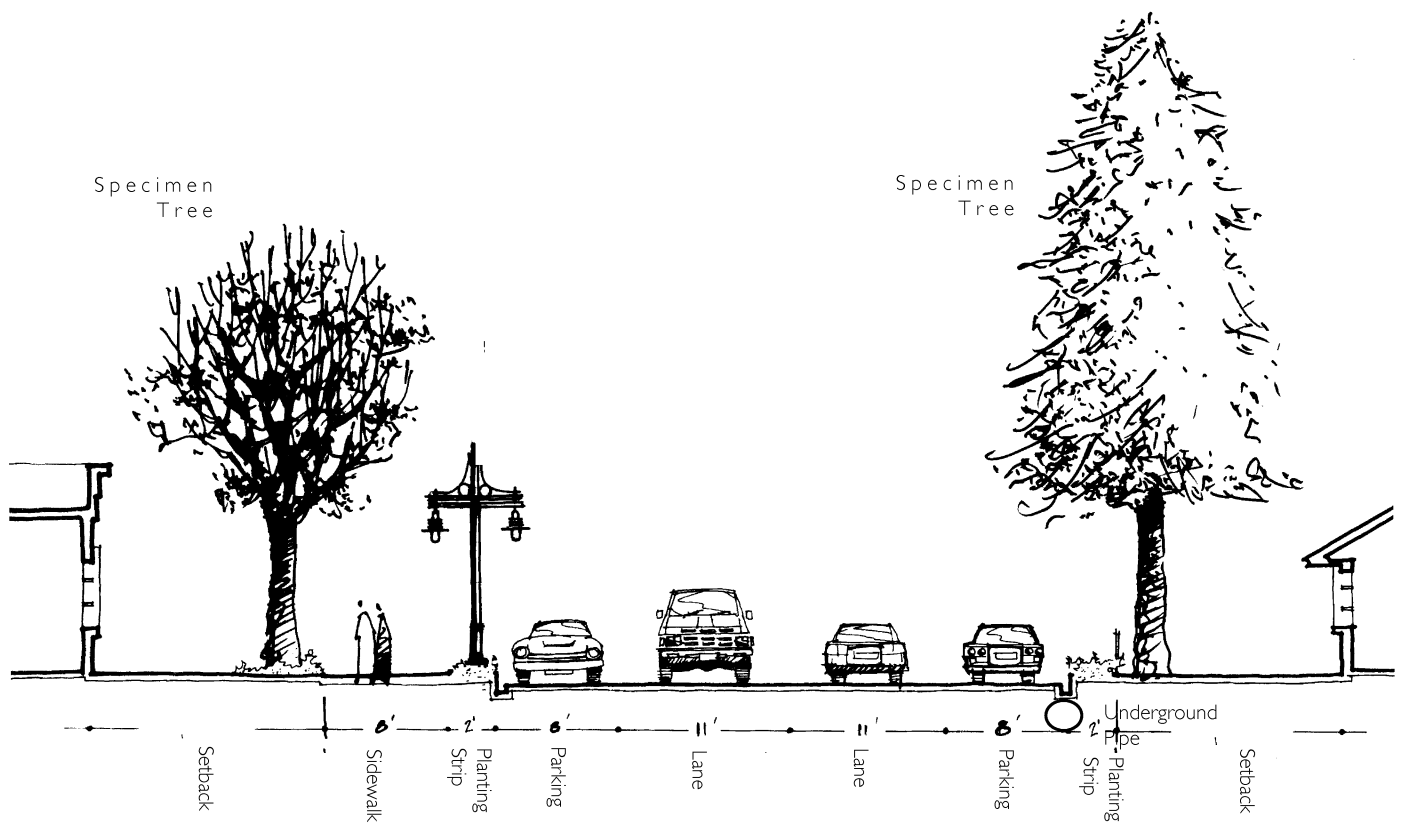
In the Old Residential District, Main Street has a 50-foot wide right-of-way. As illustrated in Figure 12a, the right-of-way contains two travel lanes, one parallel parking lane, inconsistent sidewalks on the south side of the street, and a drainage channel on the north side of the street. Older houses in this district, which are approximately twenty feet from the paved roadway, are generally built on the lot line.

To maintain the district's quiet, rural character, it is important to adjust the current width of the street in this area, which currently allows for excessively fast traffic. Improvements to this section of Main Street, shown in Figure 12b, would include:

- ◆ An 8-foot sidewalk on the south side of Main Street, separated from the street by a 2-foot planting strip.
- ◆ Pedestrian scaled street lights on the south side of Main Street.
- ◆ 11-foot travel lanes and parallel parking on both sides.
- ◆ Improvement of the drainage channel on the north side of Main Street by installing an underground pipe.
- ◆ Plantings of large specimen trees at the street edge to enclose the street and to strengthen the pattern of significant trees along Main Street such as in front of Olallieberry Inn. Since paving currently extends to the edge of the right-of-way, these plantings would have to occur on private property with the cooperation of individual owners.



a: Existing Conditions



b: Proposed Development

FIGURE 12

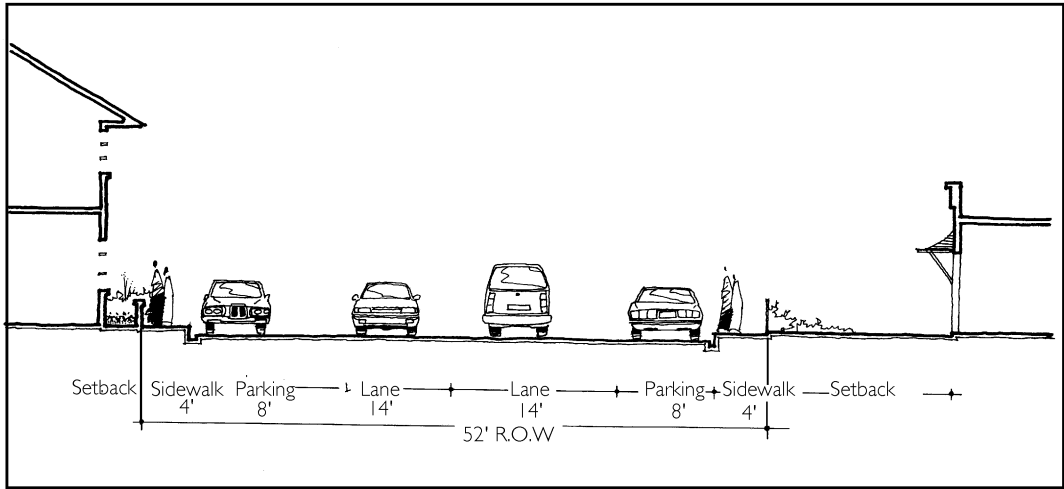
MAIN STREET IN OLD RESIDENTIAL DISTRICT

2. Burton Drive

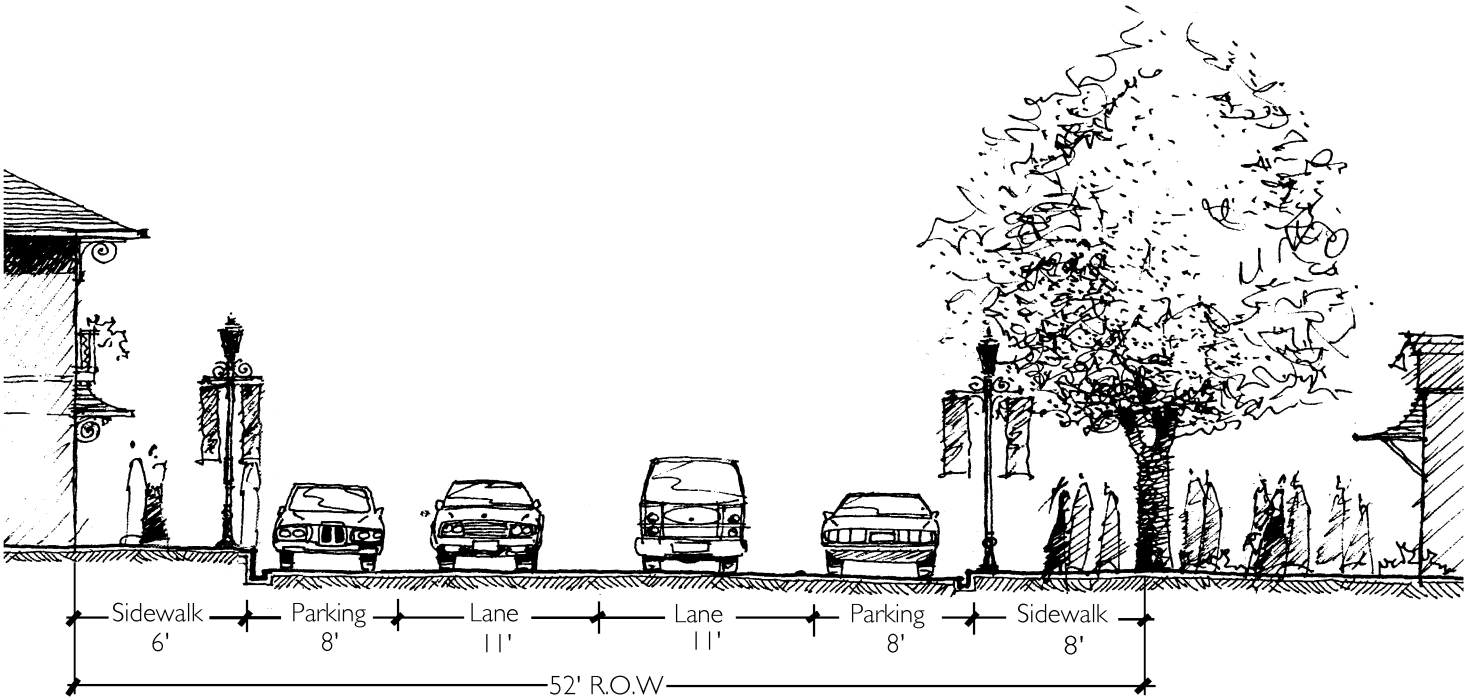
The two block length of Burton Drive in the Village Center is the second busiest street within the East Village. As with Main Street, Burton Drive contains two sidewalks, two parallel parking lanes and two traffic lanes, but within a 52-foot right-of-way. As illustrated in Figure 13a, this street generally has very narrow sidewalks except where private property owners have paved the front setback area of their parcel.

The improvements to Burton Drive, as shown in Figure 13b, would consist of :

- ◆ Widened sidewalks with a width of 8 feet on the west side of Burton and 6 foot wide sidewalks on the east side of Burton.
- ◆ Installation of street trees at strategic locations on the west side of the street to create a sense of enclosure. The east side of the street does not require trees since it is already well-defined with two-story buildings. The new trees should be evergreen and their roots should not disrupt the sidewalk. Such trees could include Catalina ironwood (*Lyonothamnus f. asplenifolius*), coast live oak (*Quercus agrifolia*), Brisbane box (*Tristania conferta*), or any other trees that are approved by the Department of Planning and Building.
- ◆ Pedestrian-scaled street lamps, seating and trash receptacles.



a: Existing Conditions



b: Proposed Development

FIGURE 13

BURTON DRIVE

CAMBRIA DESIGN PLAN

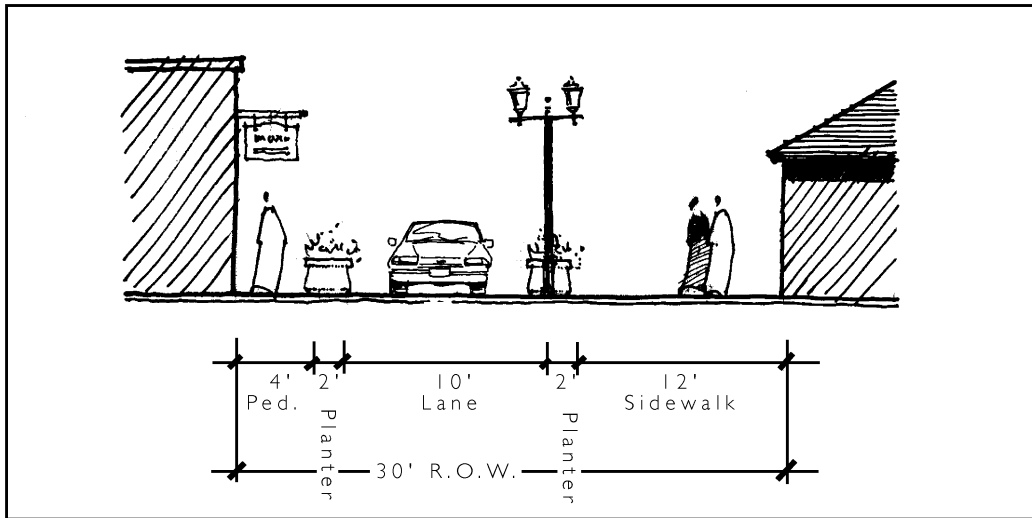
3. Center Street

Center Street is the narrowest street in the East Village, with a 30-foot right-of-way. It runs parallel to Main Street and acts as a connection from Bridge Street to West Street. Between Bridge Street and Burton Drive, Center Street currently has one parallel parking lane, one traffic lane, and one very narrow sidewalk which switches sides at mid-block. Between Burton and West Street, Center Street acts as a two way street with two traffic lanes with no on-street parking and one very narrow sidewalk on the southern side of the street.

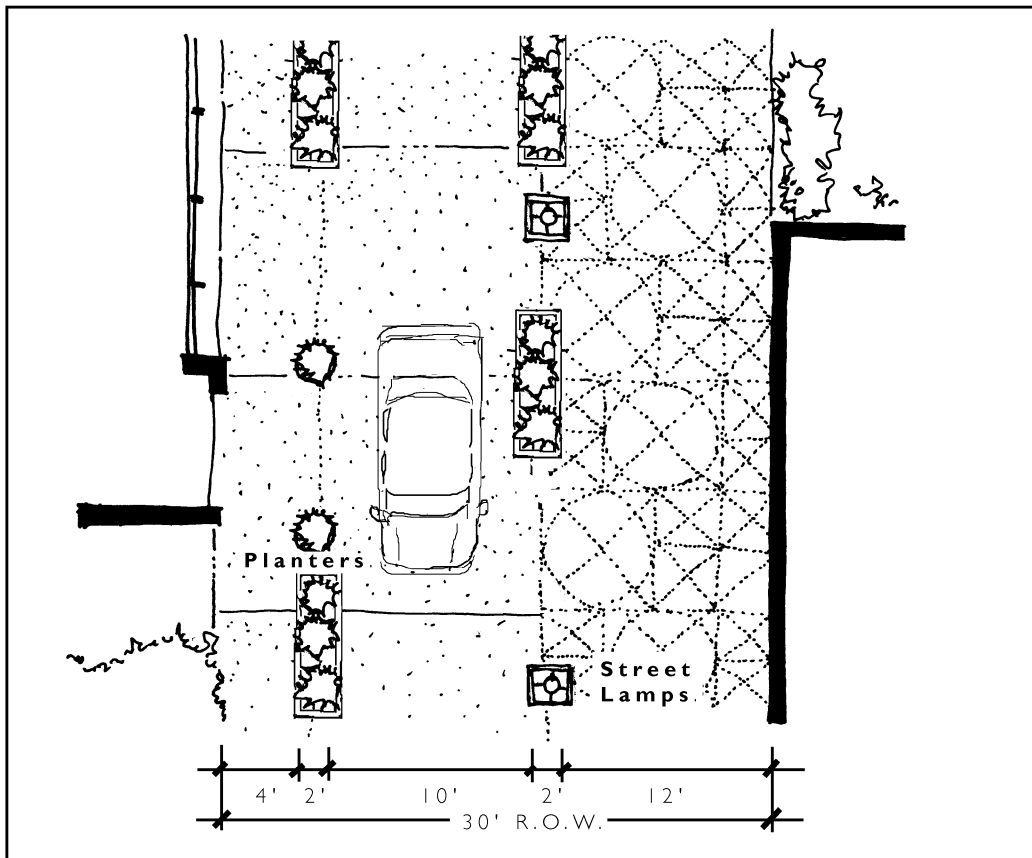
a. From Bridge Street to Hesperian Lane

Between Bridge Street and Hesperian Lane, Center Street would become the central spine of the East Village Historical Park, which is described in Section E, below. In this area, the following improvements to the street are proposed, as depicted in Figure 14:

- ◆ The entire 30-foot right-of-way would be paved as one plane.
- ◆ Large planters, which would be 2 feet wide, would separate two pedestrian areas from a vehicle lane. This design would slow most vehicular traffic, creating a pedestrian-oriented development.
- ◆ Center Street would include a one-way, 10-foot travel lane.
- ◆ The remaining 16 feet of the right-of-way would be used for pedestrian circulation. There would be a 4-foot wide sidewalk on the north side of the street and a 12-foot wide walkway on the south side of the street.
- ◆ The seven existing parallel parking spaces and four perpendicular spaces on Center Street would be eliminated and replaced as diagonal parking on the CCSD lot and off of Hesperian Lane.
- ◆ The twelve-foot wide pedestrian walkway would act as a secondary vehicle path in order to provide two-way emergency vehicle access through this portion of Center Street.



a: Proposed Section



b: Proposed Plan

FIGURE 14

**CENTER STREET FROM
BRIDGE STREET TO HESPERIAN LANE**

CAMBRIA DESIGN PLAN

b. Center Street from Hesperian Lane to West Street

Improvements to the remainder of Center Street, from Hesperian Lane to West Street, include:

- ◆ A 6-foot wide sidewalk on the south side of the street.
- ◆ On the north side of the street, there would be no need for a sidewalk along the Guthrie-Bianchini parcel, since this Plan proposes construction of a public open space on this parcel surrounding the Guthrie-Bianchini House. There would be no sidewalk on the north side of Center Street between Burton Drive and West Street in order to preserve the small garden currently growing there. Pedestrians in this area could use the south side of the street.
- ◆ Pedestrian scaled street lamps would be installed on the southern sidewalk.

4. Bridge Street

This section discusses treatments for three segments of Bridge Street. Two of these segments, on the south and north sides of Main Street, are in the Village Center. A third segment of Bridge Street is one-block north of Main Street in the Old Residential District.

a. Village Center south of Main Street

South of Main Street, Bridge Street has one wide travel lane, one diagonal parking lane, one parallel parking lane and two narrow sidewalks within a 60-foot right-of-way. The proposed improvements to Bridge Street south of Main Street are described below and illustrated in Figure 15:

- ◆ Widening the western sidewalk to eight feet, six inches. This would require narrowing the traffic lane and the diagonal parking lane to eighteen feet six inches and fifteen feet respectively. The loss of four parking spaces on Bridge Street would be offset in new shared parking lots discussed in Section G, below.
- ◆ Installation of pedestrian-scaled lamps, seating and trash receptacles.
- ◆ Installation of street trees. Recommended trees are white alder (*Alnus rhombifolia*), California sycamore (*Platanus racemosa*) and western

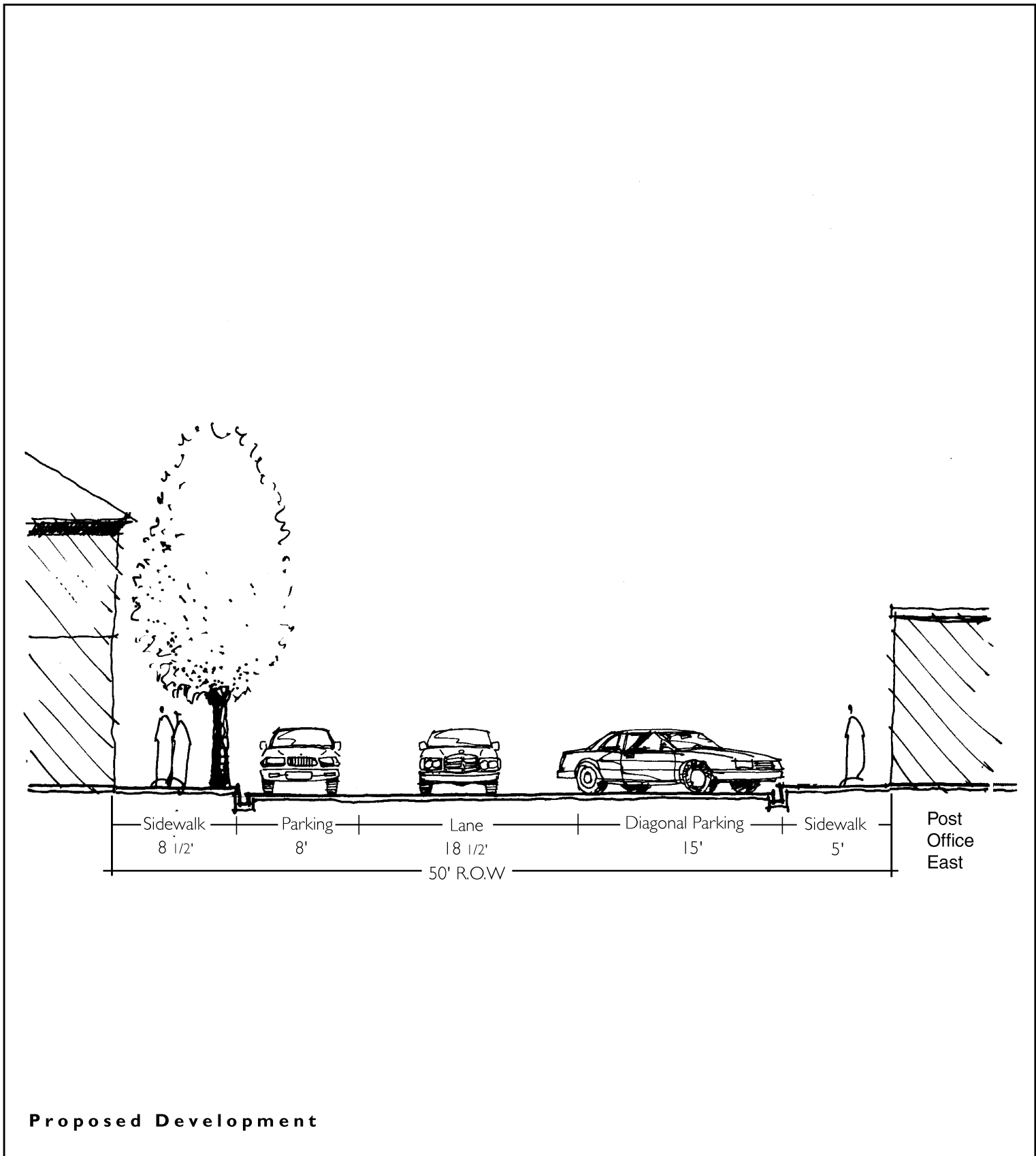


FIGURE 15

BRIDGE STREET
SOUTH OF MAIN STREET

CAMBRIA DESIGN PLAN

cottonwood (*Populus fremontii*), which would reinforce the riparian image of Santa Rosa Creek Park at the end of the street.

- ◆ Improving the alley entrance and access for easier service deliveries.

b. Village Center North of Main Street

The first 100 feet of Bridge Street north of Main Street has two traffic lanes, two parallel parking lanes, and two sidewalks. Beyond this 100-foot segment, Bridge Street is paved for two traffic lanes, and has no designated parking or sidewalks.

Improvements to the segment of Bridge Street north of Main Street, in the Village Center, would be intended to make this street the same as Bridge Street south of Main Street and would consist of:

- ◆ Improving more of the roadway to provide parallel parking spaces.
- ◆ Continuous 8-foot sidewalks on both sides of the street.
- ◆ Pedestrian scaled street lamps and street trees.

c. Old Residential District

The northern remainder of Bridge Street (beyond 100') is in the Old Residential District. In this section, Bridge Street has a 30-foot right-of-way and is lined with small houses many of which are used for businesses. The right-of-way contains two narrow traffic lanes, no demarcated parking, and no sidewalks.

Improvements to this section of Bridge Street should include:

- ◆ Demarcation of parallel parking in an expanded gravel shoulder with a wood or rock edging.
- ◆ Continuous marked pedestrian pathways or sidewalks that meet ADA regulations but are not as formal as the concrete sidewalks in the Village Center. These pathways could be made of brick, cobblestone, or some other textured and non-monolithic material.

5. Hesperian Lane

The alley parallel to Burton Drive is known as Hesperian Lane. To improve circulation and add parking to the project area, this alley would be improved, slightly widened and 12 diagonal parking spaces would be provided off of the alley.

E. East Village Historical Park

Currently the East Village lacks a central focal point. The Village turns its back on Santa Rosa Creek, and important historical buildings have fallen into disrepair.

A conceptual plan prepared by the Parks, Recreation and Open Space (PROS) Commission of the Cambria Community Services District envisions creation of an East Village Historic Park, which would include cultural facilities in restored historical buildings, parkland and a nature walk along Santa Rosa Creek. As illustrated in Figure 16, the East Village Historic Park would encompass the parcels of the Guthrie-Bianchini House on Burton Drive, the CCSD parcel at the end of Bridge Street, the Joss House, the Bucket of Blood Saloon, and the reconfigured Center Street described above.

1. Guthrie-Bianchini Historical Museum and Gardens

The Guthrie-Bianchini House, which was listed on the National Register of Historic Place in January of 1980, has been unoccupied since 1970 due to a disagreement between the heirs. As shown in the photo in Figure 17, the house has fallen into disrepair. Despite its condition, this house is located in a key position in the East Village at the center of the most intensively-used portion of Burton Drive. It therefore constitutes an opportunity for a cultural facility and open space that could be a focus for the community.

The Cambria Historical Society is currently in the process of acquiring this property to improve the structure and surrounding gardens and provide a home for the historical museum of Cambria. As depicted on Figure 16, a new garden and historical museum would provide people with public open space and a sense of roots at the heart of the East Village.

Under this Plan, the house would be restored and utilized as a historical museum for the community. This museum would display important cultural and natural events, construction of Highway One, important figures to the

community, historic photos and other historic relics that were significant in the development of the community of Cambria and its environs.

The grounds surrounding the house would create a center-of-town open space, a dignified setting for the Historical Museum and a community facility for weddings and events similar to the Jack House in San Luis Obispo. The grounds would feature heritage gardens, additional trees, benches, walkways, a transit stop at the street, picnic facilities and some parking spaces at the rear.

2. White House

The White House, located on the south side of Center Street, would accommodate shops that would provide pedestrian activity along Center Street and in the park.

3. Joss House

The Joss House, which housed the oldest Chinese temple in Southern California, would be restored and would contain information panels and displays on the history of Chinese in the Central Coast area.

4. Bucket of Blood Saloon

The Bucket of Blood Saloon is named for the Saturday night fights that would occur between patrons when this building housed the Rip and Riley's restaurant. The building is currently utilized as a recording studio and would remain in this capacity under the plan for the East Village Historical Park.

However, if the current tenant vacates the premises, the new use should be a business that would provide activity in the area, is open to the public, and allows the building to be more pedestrian friendly from the street. As part of the East Village Historical Park this building would undergo a cosmetic exterior renovation.

5. Nature Walk and Park

The land currently housing the abandoned CCSD offices, together with the rear portions of the White House and Joss House properties, would become a 3-acre open space area with a nature walk.

The Nature Walk, which would be located along the north side of Santa Rosa Creek and behind the Joss and White houses, would be an informal park and path that would provide people with access to the creek and a small taste of

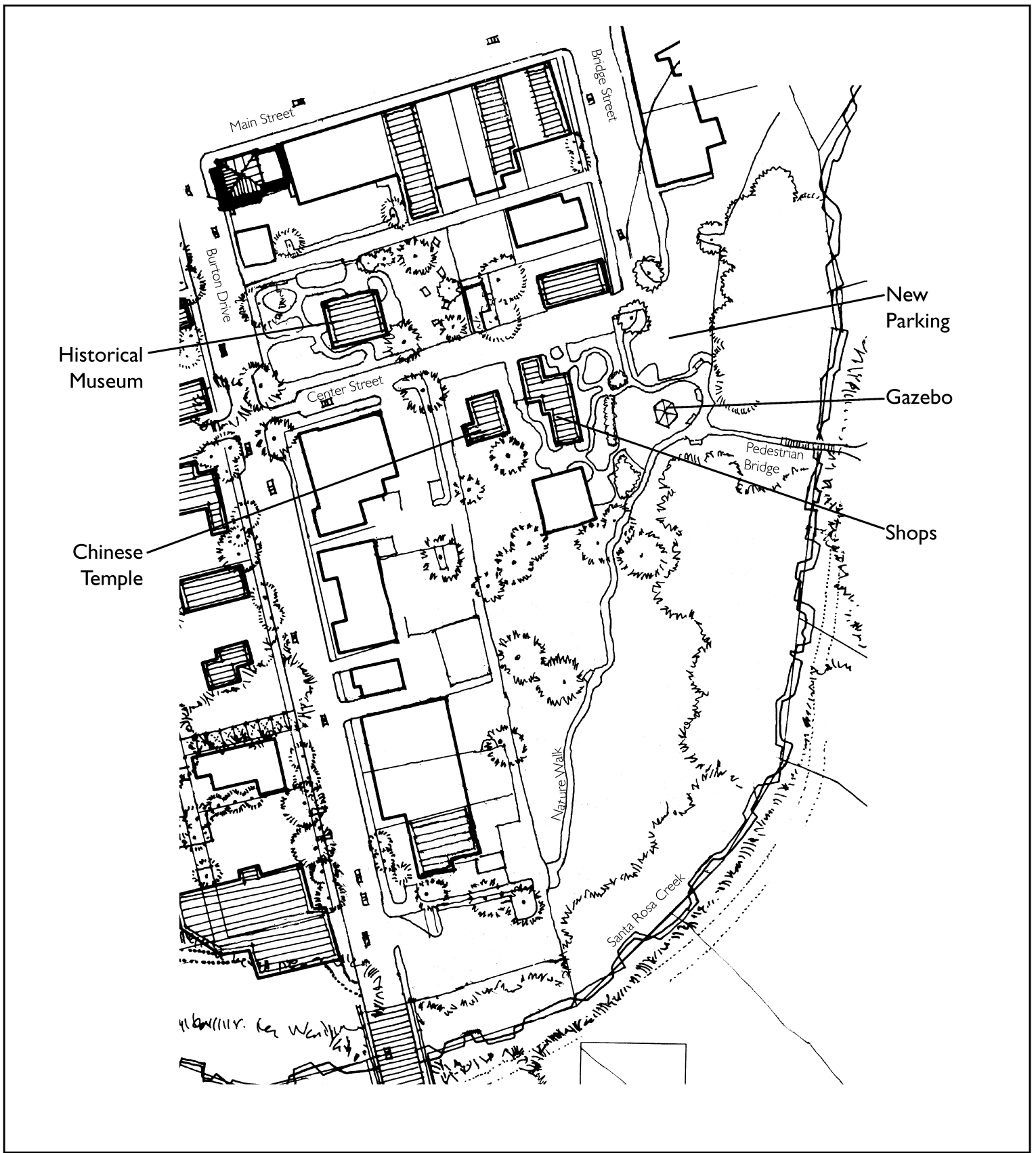


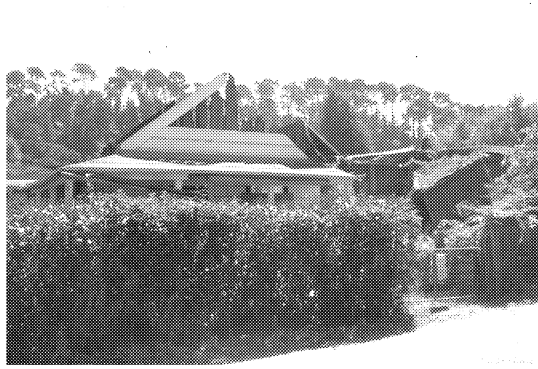
FIGURE 16

East Village Historic Park

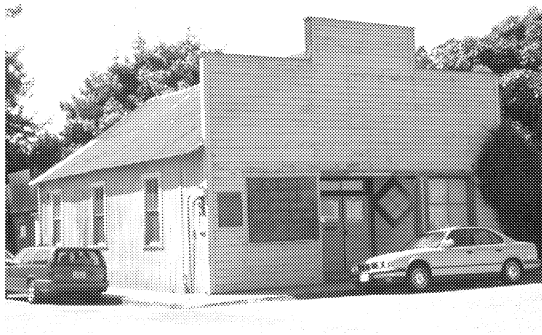
CAMBRIA DESIGN PLAN



a: Guthrie-Bianchini House



b: Joss and White Houses



c: Bucket of Blood Saloon

FIGURE 17

Existing Condition of Historic Buildings

nature within the East Village. It would be smaller in scale but similar to San Luis Obispo's creek walk, and would provide people with an area to sit and picnic outside of the corridor of riparian vegetation along the creek. A series of overlooks would be in this walk as well as visual and physical connections to public streets or activity areas, so that it is a publicly defensible space.

The Nature Walk would need to be designed and installed so that it would have no significant impact on existing riparian vegetation. A preliminary analysis shows an alignment that is approximately 50 feet from the creek bank.

In addition to the Nature Walk, the park would have some other activity areas and additional parking. A gazebo would be located in the park at the end of Bridge Street to visually anchor the end of the street and to provide a stage for entertainment and gatherings. A pedestrian bridge, which would connect Tin City to the East Village, would be located on the Nature Walk and just east of the gazebo or in its vicinity. The bridge should be located in an area that minimizes environmental impacts. A patio gallery would be in the park behind the White house. Approximately ten parking places would be provided near the gazebo at the end of Bridge Street.

F. Circulation

This section discusses changes to vehicular, bicycle and pedestrian circulation created by the Plan.

1. Vehicular Circulation

Vehicular circulation in the East Village would be largely unchanged under this Design Plan. Most traffic would continue to use Main Street , Burton Drive, Bridge Street and Center Street.

The alley parallel to Main Street would be improved to improve access for trucks, to provide easy access for autos traveling east/west and improve aesthetics with paving and trees. West Street would converted into a parking lot while still providing access to adjacent properties. This would not change circulation in the East Village, since West Street currently only provides parking lot access. Pedestrian access along this street would be maintained.

2. Pedestrians and Bicycle Circulation

Pedestrian and bicycle circulation in the East Village would be improved through implementation of the Cross Town Trail, which has been planned by community members over the past few years. In the East Village, the trail would follow the alignment described below:

- ◆ At the entry to the East Village on Main Street, the Cross Town Trail would turn off of Main Street, and run down Bluebird Lane towards Santa Rosa Creek.
- ◆ The trail and bikeway would cross Santa Rosa Creek on a bridge and connect with Rodeo Grounds Road, which continues to Burton Drive.
- ◆ East of Burton Drive, the trail would continue on the south side of Santa Rosa Creek on the edge of Tin City.
- ◆ The trail would connect with the Nature Walk at the pedestrian bridge in East Village Historical Park.
- ◆ East of the pedestrian bridge the trail alignment is yet to be determined. However, the long term goal of the Cross Town Trail is to connect the Pacific Ocean, the most western point of Cambria with Coast Union High School, the most eastern point of Cambria.

This Plan also foresees several other pedestrian and bicycle improvements in the East Village. They include:

- ◆ A Nature Walk on the east of Burton Drive and north of Santa Rosa Creek, as described in the East Village Historic Park section in this chapter.
- ◆ A pedestrian and bicycle bridge would connect from the new Santa Rosa Creek Park on the CCSD site to Tin City.

G. Parking

According to a count conducted by the consultant, there are currently 418 off-street parking spaces and 119 official on-street parking spaces within the East Village. Under this Design Plan, the total parking supply would increase from 537 to 558 spaces, for a gain of 21 spaces. Table 3 illustrates the additions and subtractions to on- and off-street parking proposed by this Plan. The table

does not list every parking facility in the East Village, but only those in which changes would occur.

Some parking lots in the East Village are laid out inefficiently, and some adjacent parking lots on individual parcels could be improved by combining the parking lots across parcel lines. With these changes, it would be possible to increase the number of parking spaces on some existing lots through repaving and restriping. In addition, some lots are currently used by businesses that have different parking demands at different times of day. Continuing to encourage the sharing of these lots could allow for more consistent use of the parking spaces over the course of the day.

Specifically, this plan foresees major improvements to the parking lots on both sides of West Street, which could be reconfigured to include the West Street right-of-way itself, which only provides access to the parking lot. This would result in the addition of 11 parking spaces over the existing total supply in the area of 95 spaces.

Several other parking areas would also undergo minor changes:

- ◆ **East Village Historic Park.** In the area of the East Village Historic Park which is discussed in Section E, the on- and off-street parking would be reconfigured. The proposed plan for Center Street between Bridge Street and Hesperian Lane would create a loss of 11 on-street spaces; however, 12 on-street spaces would be gained with the addition of parking spaces off of Hesperian Lane. Off-street changes would include reconfiguring the CCSD lot and adding four spaces to the Guthrie-Bianchini lot for a total of 14 new off-street spaces.
- ◆ **Bank of America and Cambria Bakery.** The sites of the Bank of America and the Cambria Bakery are both proposed for small amounts of new development under this Plan, as a means to create additional definition at the corner of Burton Drive and Main Street. This new development is described in more detail in Section J, below. This new development would result in the loss of approximately four parking spaces in the Cambria Bakery lot, and the addition of approximately one space in the Bank of America lot. The existing lot currently has 38 spaces with three driveway access points. To create space for 39 parking spaces and a new building the parking lot was more efficiently sited with two driveway access points and individual parking space layout.

TABLE 3 EAST VILLAGE PARKING CHANGES¹³

Location	Existing	Proposed	Gain(+) or Loss(-)
East Village Shared Lot ¹⁴	95	106	+11
East Village Historic Park ¹⁵	10	14	+4
Bank of America	38	42	+4
Cambria Bakery	22	18	-4
Total Off-Street Changes	165	180	+15
Main Street (Village Center)	23	27	+4
Center Street (Bridge & Burton)	15	5	-10
Hesperian Lane	0	12	+12
Total On-Street Changes	38	44	+6
Total for All Parking	203	224	+21

¹³ This table only includes locations where parking is proposed to be added, reduced or redesigned. It does not show all parking in the East Village.

¹⁴ This shared parking lot includes the Brambles parking lot, the office parking lot on West Street and a portion of West Street.

¹⁵ This lot includes existing parking on the CCSD, Guthrie-Bianchini and Joss House parcels.

H. Development Standards

This section includes development standards that are requirements in the East Village. While the subsequent section includes design guidelines that are intended to be advisory only, the standards in this section are so important to the continued success of the East Village that compliance with them is mandatory for all new development.

1. Building Height

The maximum allowable height in the East Village is 28 feet, except in the Old Residential District, where the maximum height is 22 feet. Buildings may exceed these maximum heights by up to 7 feet (for a total of 35 and 29 feet, respectively) if they have roofs with a pitch of 6:12 or greater.

Building height is measured at every individual point on a site from the existing grade to the top of the building directly above that point.

2. Front Setbacks

- a. All new development and/or remodeling in the Village Center and Bluebird District shall be consistent with adjacent setbacks. New buildings in these areas shall have setbacks that represent the average of the front setbacks on the closest developed parcels on either side of the new building. As described below and shown in Figure 18 this regulation would have the following implications:
 - ◆ On Main Street between Burton Drive and the Santa Rosa Cemetery, buildings should be built to the property line.
 - ◆ On Burton Drive, buildings should be built with a 10-foot setback, with 3 feet dedicated to a public sidewalk.
 - ◆ On the south side of Main Street in the Bluebird District east of Redwood Center, buildings shall be built to the property line at the Redwood Center and east of it.
 - ◆ On the south side of Main Street in the Bluebird District west of the Redwood Center, buildings should be built with 10-foot setbacks.

No setbacks are shown for the north side of Main Street west of Burton Drive since any new development in this area should generally be on the bluffs above the street, as described in Section J.6, below.

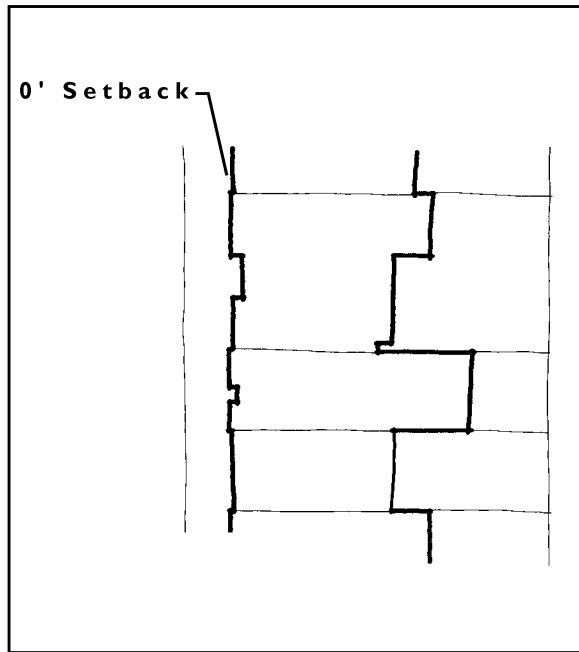
- b.** All new development in the Old Residential District shall be built with a 15-foot minimum setback.

3. Side Setbacks

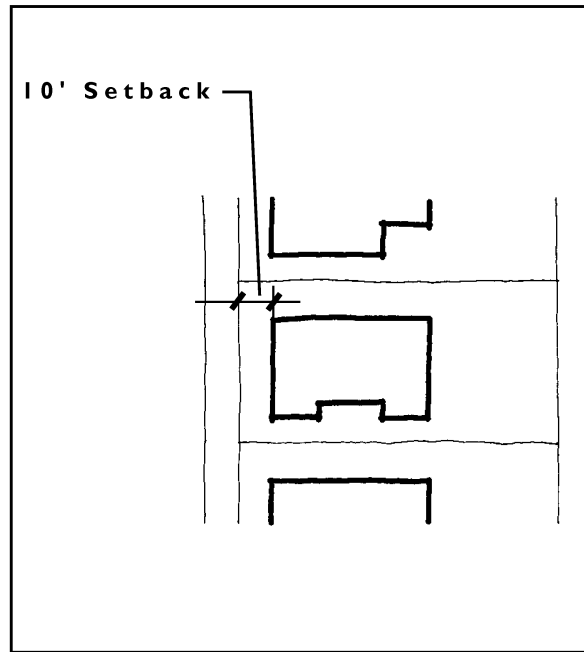
- a.** On Main Street between Burton Drive and Bridge Street, all new development and/or remodeling shall be built to the property line with zero-foot side setbacks. (see Figure 18)
- b.** On Burton Drive, all new development and/or remodeling shall be built to the property line except on or adjacent to historic properties that are already constructed with side setbacks. On those parcels, side setbacks shall be the same as for the historic building in question.
- c.** In the Bluebird and Old Residential Districts, all new development and/or additions shall have a minimum side setback of 10 feet.

4. Building Facades

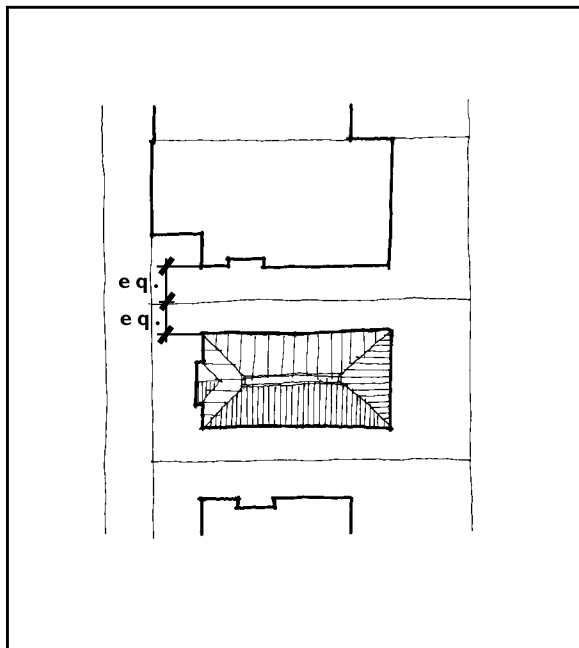
New development and/or exterior remodeling in the Village Center shall be articulated with one or more bays with a maximum width of 30 feet. Wider buildings shall be made up of several bays. (see Figure 18)



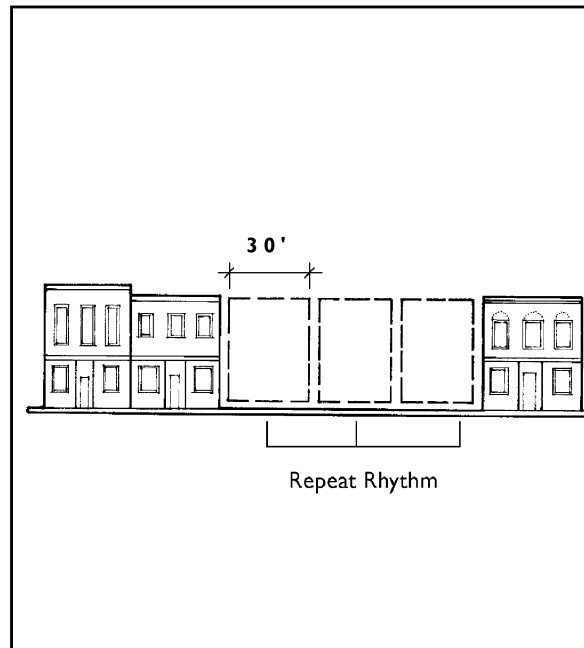
2a: 0' Front Setback



2a: 10' Front Setback



3a: Equal Setbacks Adjacent to Historic Buildings



4: Building Rhythm

FIGURE 18

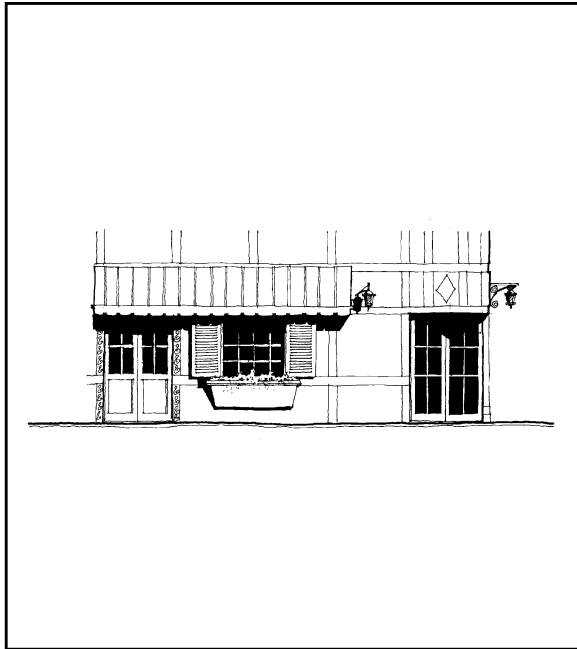
DEVELOPMENT STANDARDS

5. Pedestrian-Oriented Detailing

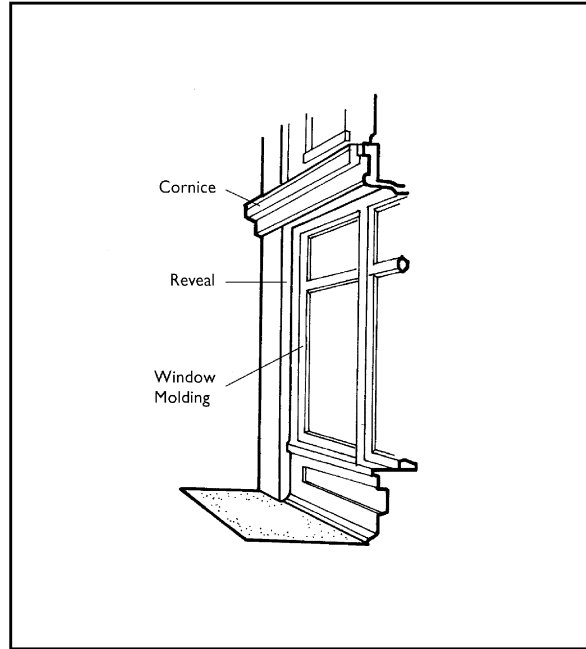
- a.** All building faces along public streets in the East Village should include pedestrian-scaled detailing such as vertical windows with sills, ornamental decorations, built-in benches, wall lamps, awnings, and door overhangs or recessed entries. (see Figure 19)
- b.** Any building facing a street must have windows and doors. A minimum of 40% of the length of the building facades must be made up of such openings.
- c.** All facades, regardless of orientation, should include three-dimensional detailing, such as window moldings and reveals to cast shadows and create visual interest on the facade. (see Figure 19)

6. Roofs

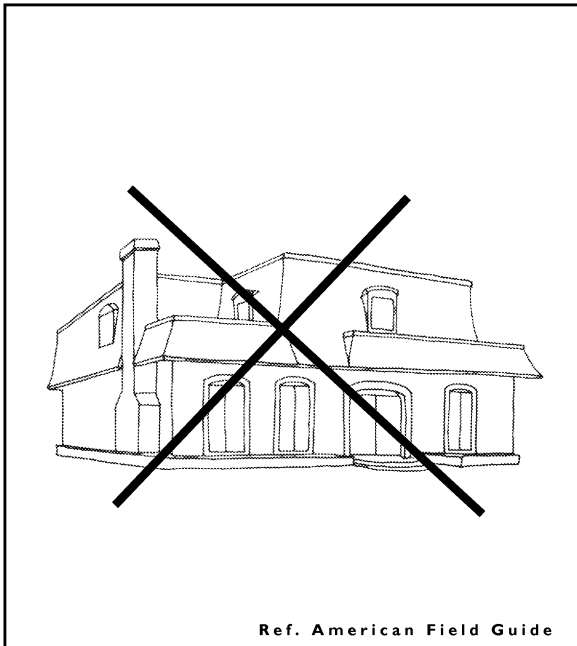
- a.** Mansard roofs are not allowed. Mansard roofs are steeply sloping roofs where the top of the slopes do not form a gable but meet to create a flat roof top. Mansard roofs can be seen on Second Empire, Beaux Arts, and some Romanesque buildings. (see Figure 19)
- b.** All structures north of Main Street on Bridge Street shall have gable roofs. (see Figure 19)



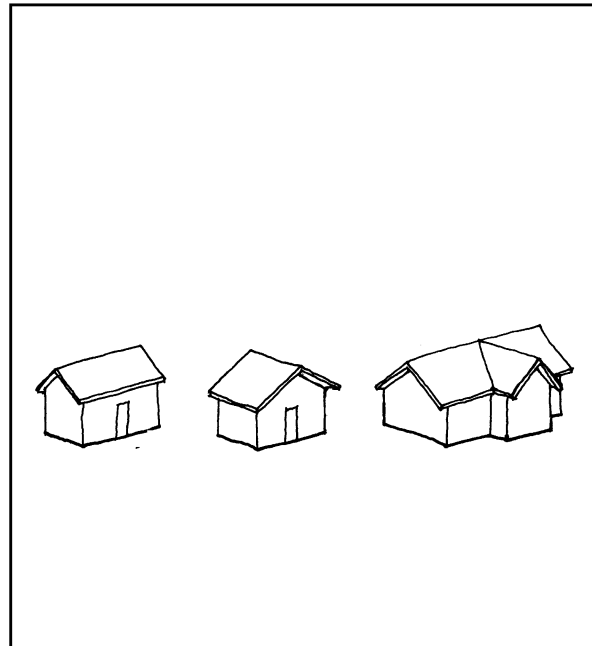
5a: Pedestrian Scale Detailing



5c: Window Definition



6a: Mansard Roof



6b: Gabled and Hipped Roofs

FIGURE 19

DEVELOPMENT STANDARDS

7. Exterior Materials

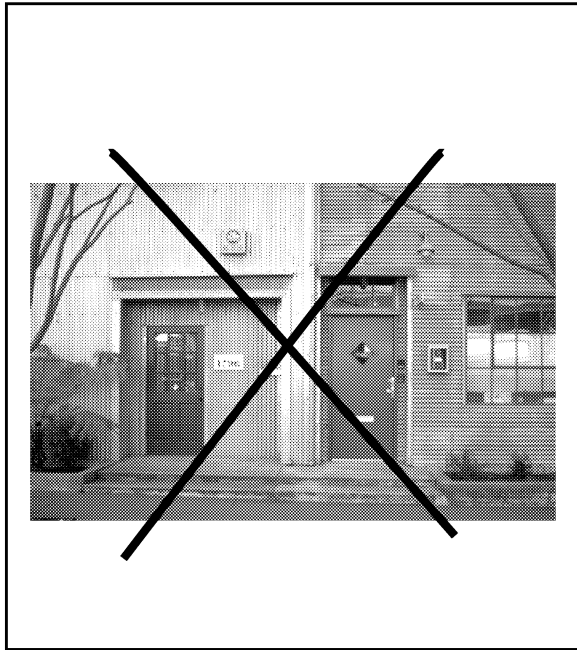
- a.** Metal materials on the exterior of buildings are discouraged in order to enhance and blend with the historical character of the East Village. (see Figure 20)
- b.** All exterior wall changes shall be separated from one another by a change in plane of at least 4 inches, or should be set off with architectural detail to create a visual distinction. (see Figure 20)

8. Uses

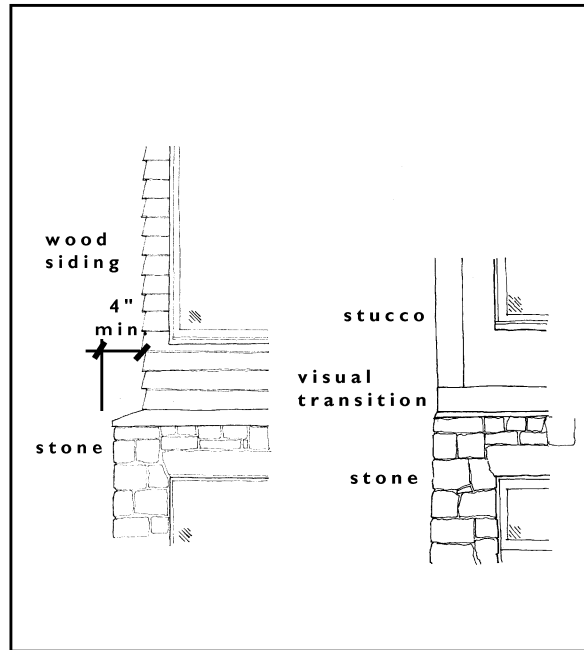
- a.** In the Village Center, ground floor frontages shall be retail or other visitor-serving uses only. These uses create a sense of activity that is crucial for pedestrian-oriented areas. Upper floor uses shall be lodging, offices or shops in the Village Center.
- b.** In the Bluebird District, ground floor frontage shall include retail or lodging. Upper floors shall be lodging, offices, shops or residences.
- c.** In the Old Residential District, uses on all floors may include lodging, residences, and offices.

9. Parking

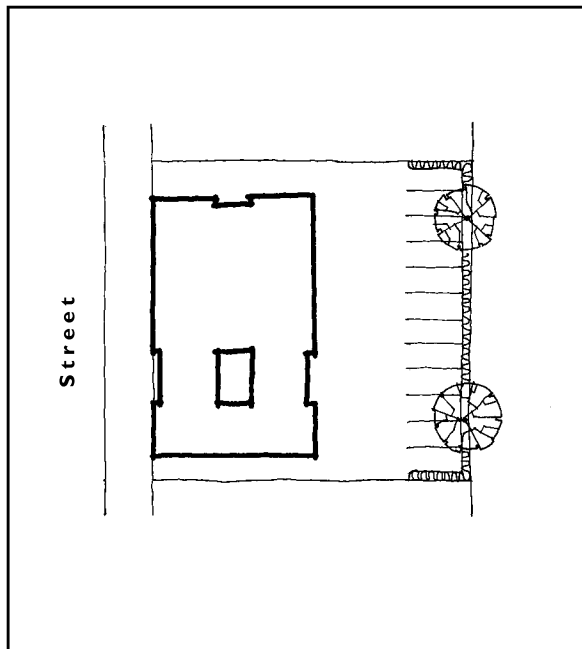
- a.** All new parking on private property shall be located to the rear of buildings, unless the County finds that such a location is impossible on a specific site. (see Figure 20)
- b.** If rear parking is not possible, parking shall be located to the side of a building, with the lot screened from the street by a fence, low wall or hedge. Side yard parking lots should be no wider than one double loaded bay, with a maximum width of 60 feet. (See Figure 20)
- c.** Parking lots shall be landscaped with at least one tree for every eight spaces, in addition to the shading requirement of the Coastal Zone Land Use Ordinance section 23.04.168f which requires shading of 60% of the parking lot surface area.



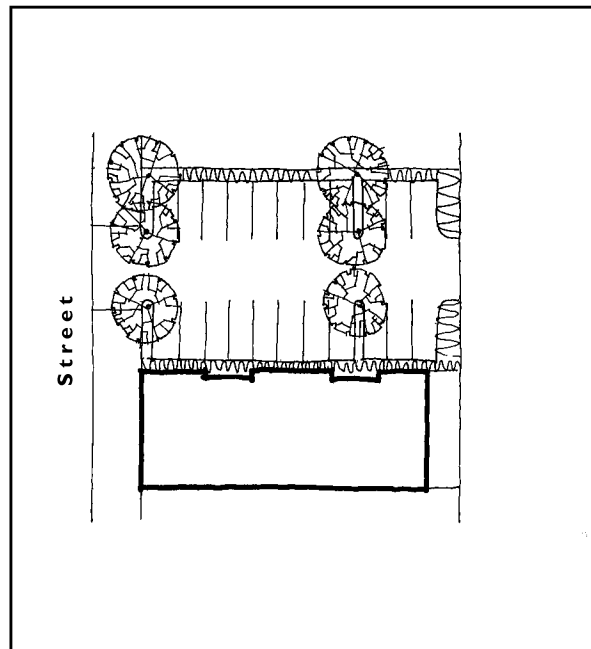
7a: Metal Exterior



7b: Building Material



9a: Rearyard Parking



9b: Sideyard Parking

FIGURE 20

DEVELOPMENT STANDARDS

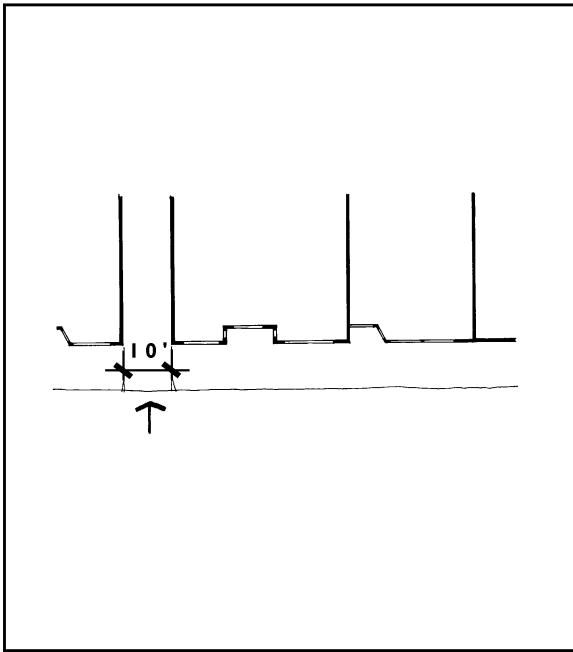
10. Curb Cuts

- a. In the Village Center, no new curb cuts shall be allowed on Main Street.
- b. In the Village Center, no more than one curb cut shall be allowed for each parcel. Lots that have auto access via alleys shall have no curb cuts from any public street.
- c. Where curb cuts occur, the driveway shall be no more than 10 feet wide, unless two-way in and out access is required, in which case the driveway shall be no wider than 20 feet. (see Figure 21)

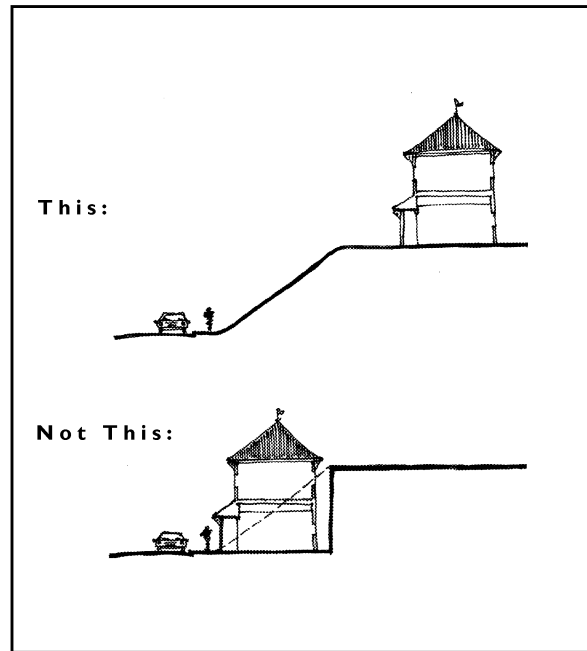
11. Development on Sloping Sites

The hillsides are one of the dominant physical features in the East Village which provide enclosure on the northern edge of the Village. Preservation of the hillsides and careful, unobtrusive development is essential in maintaining an attractive backdrop for the East Village. For development on steeply sloping sites abutting the northern side of Main Street, the following development standards apply:

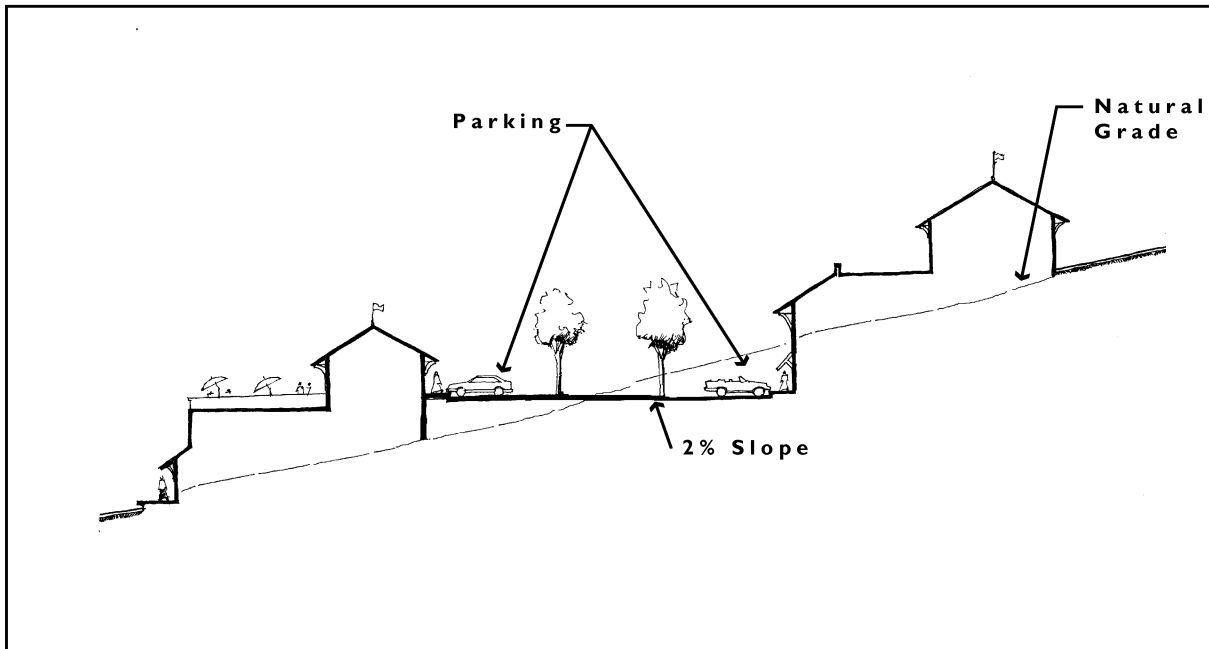
- a. Development shall be built on the flatter portions of these sites on top of the bluffs away from Main Street, and not in graded areas at the toe of the hillside at the edge of Main Street. (see Figure 21)
- b. For parcels that are zoned for commercial uses, the flatter areas of the site shall be utilized for parking rather than building footprints. Where buildings abut both sides of a parking lot, the difference in ground floor elevations, where feasible, should not be such to cause the parking lot between them to have a slope greater than 2%. (see Figure 21)
- c. Site grading shall generally be limited to areas within and adjacent to the building footprint, parking areas and driveways, and where necessary due to unusual site conditions, or where necessary to blend graded areas with adjacent natural contours. [*County Design Guidelines*, page 102.]
- d. Building masses shall generally follow the contours. Where possible, large cuts and graded pads should be avoided. On sloping sites, buildings should have multiple levels and be dug into and step down



10c: Curb Cuts



11a: Building on Bluff



11b: Parking Locations on Sloped Sites

FIGURE 21

DEVELOPMENT STANDARDS

the hill. All building in areas with natural slopes above 15% shall have stepped foundations or other similar techniques to minimize grading associated with large building pads. [*County Design Guidelines*, page 102.]

- e. Cut slopes shall be no higher than adjacent building heights.

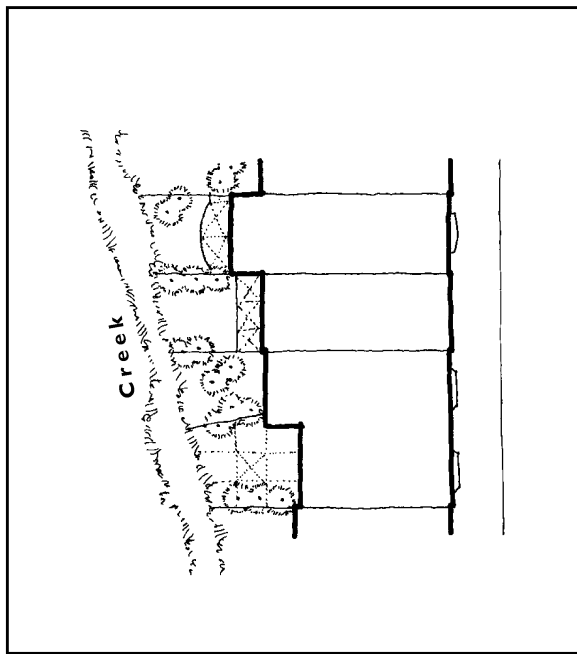
12. Santa Rosa Creek Frontage

- a. Development on any site adjacent to Santa Rosa Creek shall be designed to face the creek as well as the street. This means that buildings on sites adjacent to the creek shall have activity centers facing the creek, and facades facing the creek that are designed to the same level of detail as street-facing facades. (see Figure 22)
- b. The creek side of any building must have openings including windows and doors. A minimum of 40% length of the building facades facing the creek must be made up of openings.
- c. On sites adjacent to Santa Rosa Creek, trash, recyclables and storage shall not be placed in areas between buildings and the creek.
- d. In the Old Residential District, Village Center and Bluebird Districts, all buildings shall be constructed consistent with the setback requirements identified by Chapter 4 (Area-Wide Design Standards).

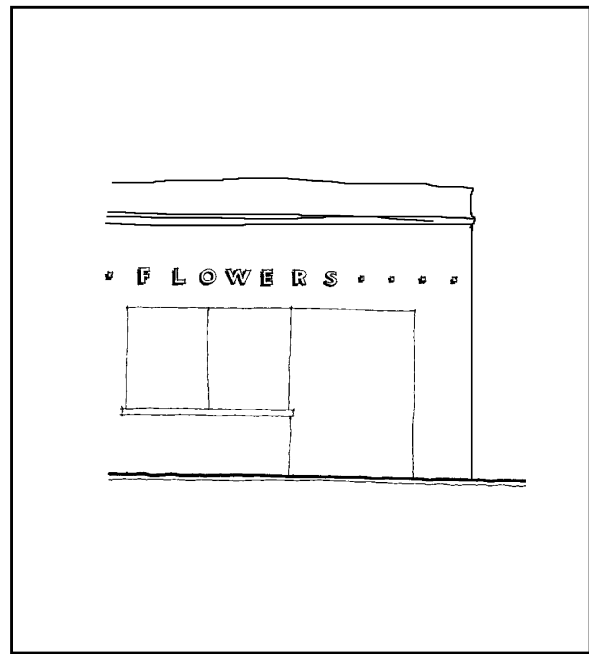
13. Signs

Signage shall be limited to reduce the potential for visual clutter and distraction. On-site signs are allowed according to applicable county policies, with the following allowances or limitations. Other policies in the *CZLUO*, area plan and Coastal Plan remain applicable and in effect.

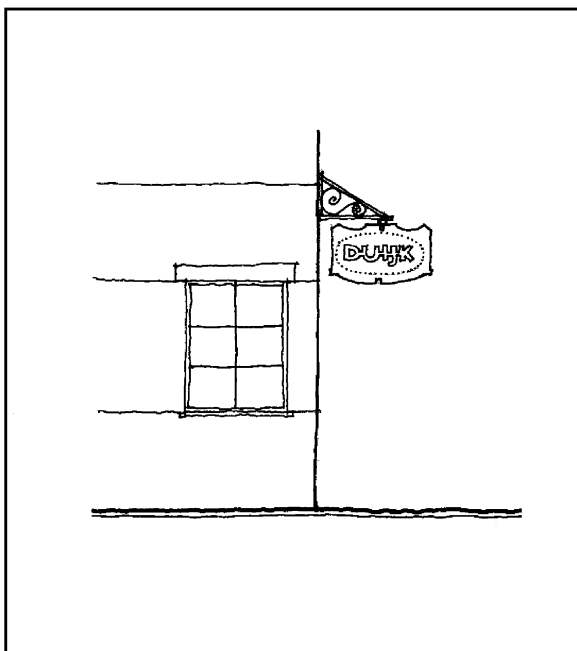
- a. **Wall signs.** Wall signs are limited to a maximum of 30 square feet for each business or tenant. Such signs shall be painted directly onto the building or be composed of individually applied letters. (see Figure 22)
- b. **Suspended Signs.** Suspended signs may be utilized if no projecting signs are utilized. [*CZLUO* allows both a suspended and projecting sign.] (see Figure 22)
- c. **Monument Signs.** Each development site shall have no more than one monument sign for each of its street frontages. The monument signs are limited to 32 square feet, and shall not exceed 4.5 feet in height outside setback areas, including the base below the sign, and 8 feet in width.



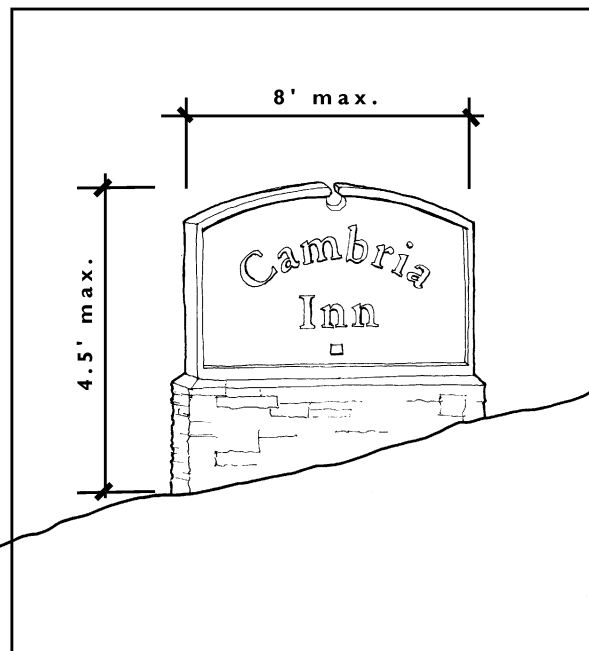
12a: Activities Facing Creek



13a: Wall Signs



13b: Suspended Signs



13c: Monument Signs

FIGURE 22

DEVELOPMENT STANDARDS

Such signs shall be solid at the base in order to give them a substantial appearance, and the signs shall match the architecture of the building itself. [CZLUO allows up to 60 square feet and a height of 3 feet within the setback areas.] (see Figure 22)

- d. **Projecting Signs.** Projecting signs may be utilized if no suspended signs are utilized. [CZLUO allows both a suspended and projecting sign.] (see Figure 23)
- e. **Marquee signs.** Marquee signs are limited to 30 square feet. [CZLUO allows up to 40 square feet.] (see Figure 23)
- f. **Directional Signs.** Also subject to land use permit requirements are signs that identify the direction of generic kinds of uses, such as “restaurants, lodging, bank” and so on, are limited to a height of five feet and area of 10 square feet. Such signs may be pole-mounted or monument design.
- g. **Window Signs.** Window signs are exempt from the sign requirement of the CZLUO if the total area of such signs does not exceed 15% of the total window area, and no more than one lighted sign per window pane.
- h. **Sign Illumination.** Signs may only be externally illuminated. No neon is allowed in the East Village.

14. Drive-up Windows

No drive-up windows are allowed in the East Village.

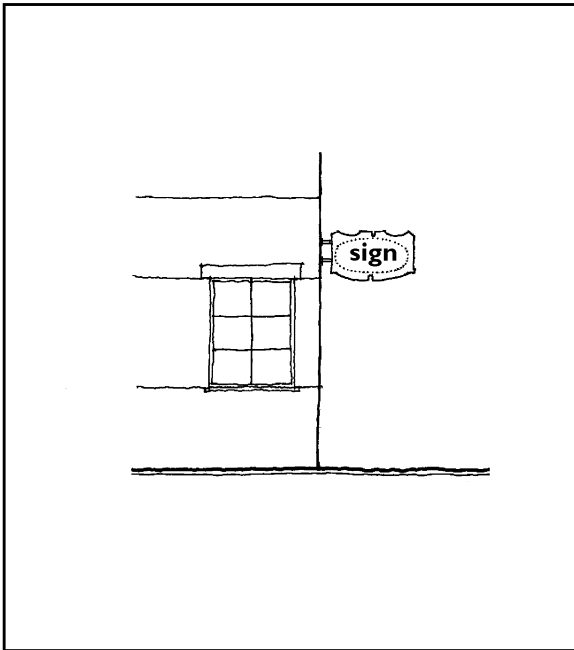
15. Storage

All storage shall be screened by a solid wall or fencing that matches the architectural materials and style of the building. (see Figure 23)

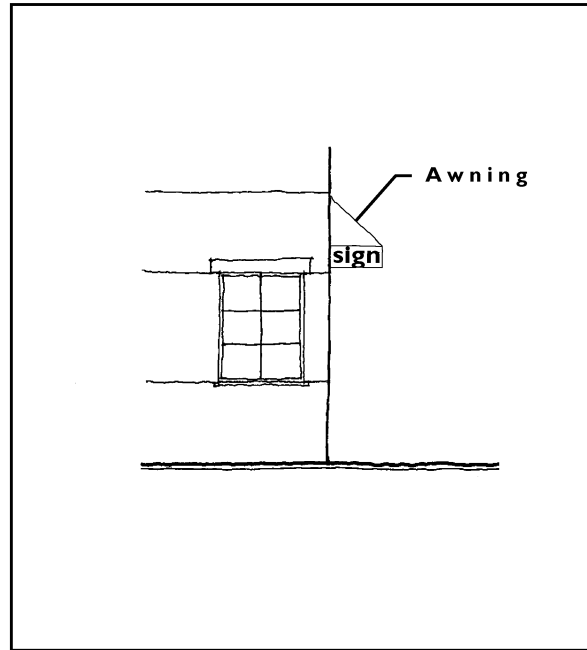
16. Landscaping

All landscaping and construction practices shall work to maintain and regenerate the Monterey pine forest and the Santa Rosa Creek riparian corridor. To this end, the following regulation shall be followed:

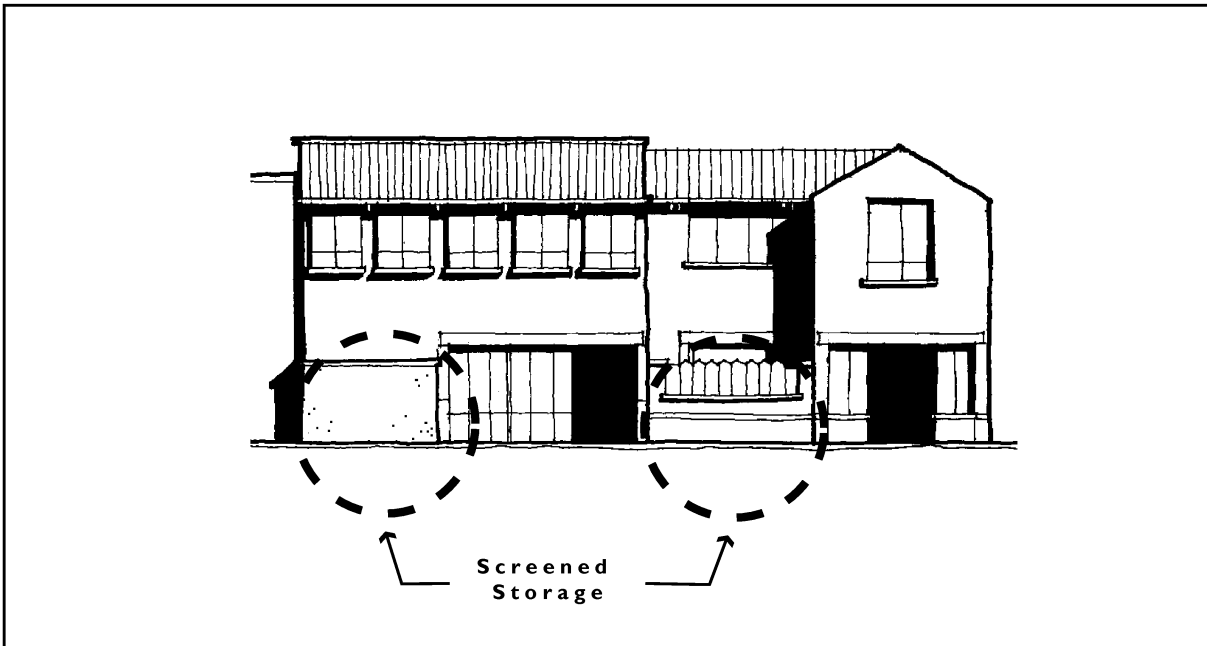
- a. Plant materials used to mimic or enhance naturally occurring vegetation should be propagated from native stock taken from an area within a 50-mile radius of Cambria to ensure that the gene pool is not diluted for endemic species. This is particularly true for Monterey pines and riparian plantings.



13d: Projecting Signs



13e: Marquee Signs



15: Screened Storage

FIGURE 23

DEVELOPMENT STANDARDS

I. Design Guidelines

This section contains design guidelines that provide flexible policy direction for new developments in the East Village. Although compliance with these guidelines is not mandatory, this section is intended to give property owners, developers and architects a clear sense of the design that the community hopes to achieve. In other words, alternative design features that are determined to be “equal to or better” to the design guidelines described below may be approved.

1. Historical Precedents

To assist in complying with *North Coast Area Plan* Standard 2a, the following design guidelines should be followed:

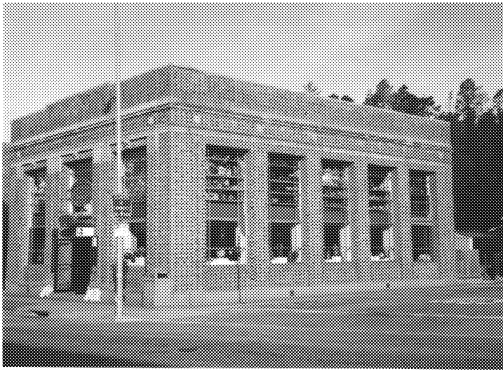
- ◆ Appropriate styles in the Village Center should include Victorian and brown shingle/craftsman. Appropriate building materials which reflect this style are wood and shingle siding, wood mullioned windows, and wood or asphalt shingles. (see Figure 24)
- ◆ On Main Street in the Village Center only, masonry buildings and simple cement plaster buildings with streamlined detailing, similar to the Simpson-Heller Building and Soto’s Market, are also appropriate. Building materials that are reminiscent of these styles are brick masonry, tiled and stuccoed walls, large mullioned windows, glass and wood framed doors and parapet roofs. (see Figure 24)
- ◆ In the Bluebird and Old Residential District, new development and remodeling should be designed to follow the visual cues of Victorian residences, with pitched roofs, wood siding and milled wood trim. All new development should retain the residential scale and historic appearance of the Bluebird and Old Residential District. (see Figure 24)



I: Village Center



I: Village Center



I: Village Center



I: Old Residential District

FIGURE 24

DESIGN GUIDELINES

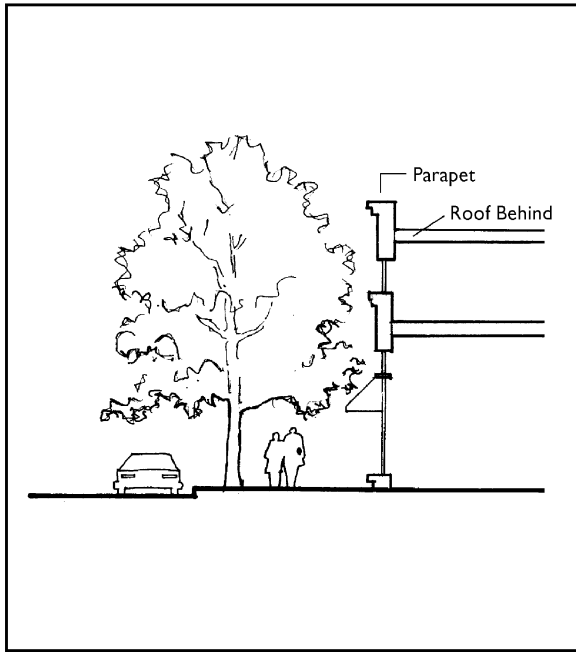
CAMBRIA DESIGN PLAN

2. Roofs

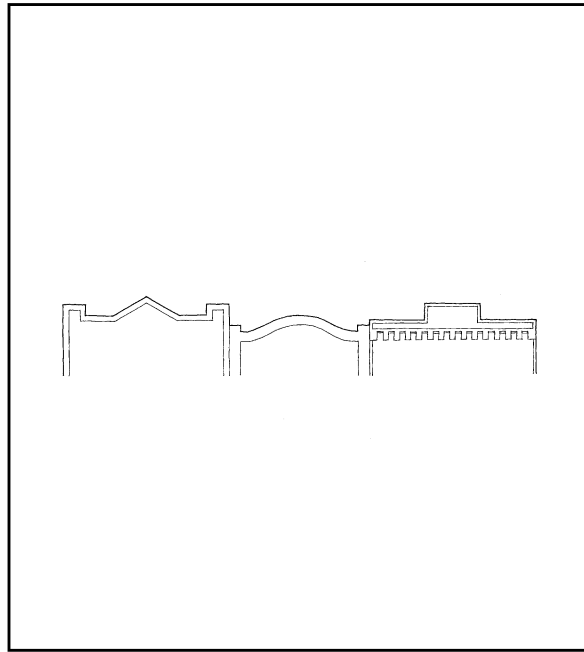
- a.** Both parapet roofs and exposed sloping roofs are allowed on Main Street in the Village Center. (see Figure 25)
- b.** In the remainder of the Village Center and the Bluebird and Old Residential Districts, all roofs should be exposed and sloped.
- c.** Exposed, sloped roofs should be shingled with wood appearing material or interlocking concrete shingles in soft tones of grey and brown.

3. Window Patterns

- a.** Ground floors of buildings in the Village Center should include large amounts of glass and other openings to promote visual permeability. (see Figure 25)
- b.** Upper floors should have smaller window openings punched into solid walls. (see Figure 25)
- c.** Windows should have clear glass.
- d.** Window frames should be painted or stained wood.



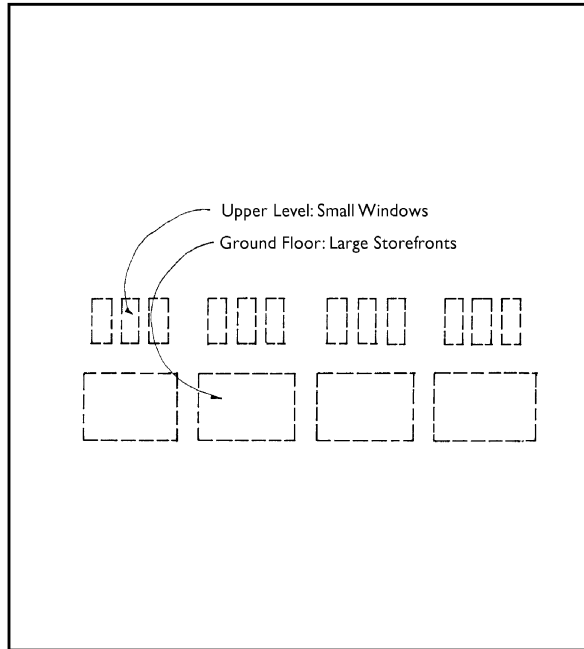
2a: Parapet Roofs (section)



2a: Parapet Roofs (Elevation)



3a: Visual Permeability



3b: Small Windows in Upper Floors

FIGURE 25

DESIGN GUIDELINES

4. Doors

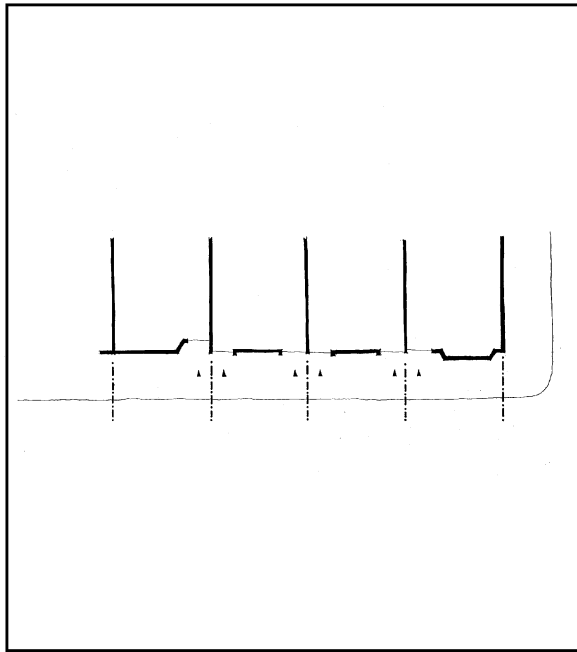
- a. Building entries should occur within each building bay. (see Figure 26)
- b. Openings for doors should not be more than 6 feet wide by 8 feet tall. An exception are the doors at the existing Soto's Market, which are wider. (see Figure 26)
- c. Building entries should be accentuated by moldings, lighting, overhangs or recessed alcoves.

5. Landscaping

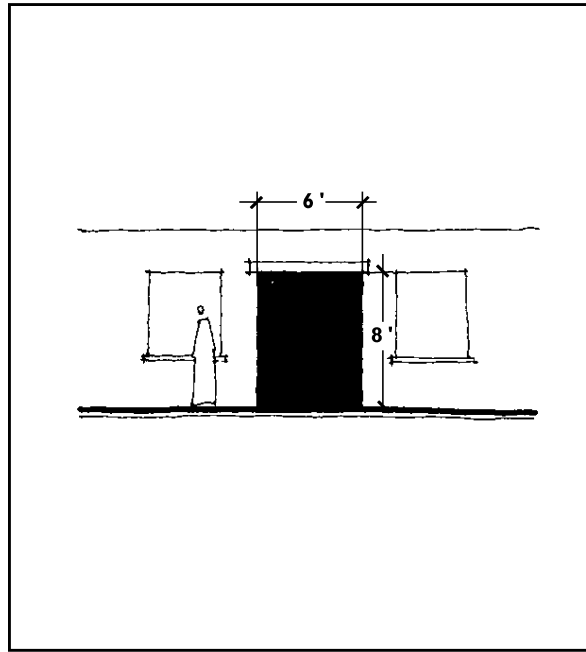
- a. Private landscaping in the East Village should be drought tolerant due to the community's limited access to water.
- b. In the Old Residential District, the Bluebird District and along the east side of Burton Drive, landscaping on private property should be reminiscent of the old residences, with more plant material elements than hardscape elements and without turf.
- c. In the remainder of the Village Center, private landscaping should be contained in built-in or movable planters that match the architectural style of the building.
- d. Sloped parcels on the up slope side of Main Street should landscape the hillsides to stabilize the slope and to create a visual buffer between the development up slope and Main Street below.

6. Parking

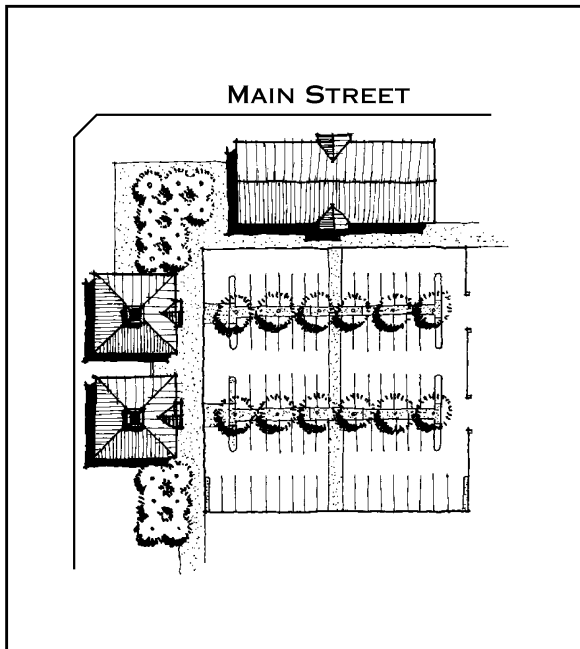
- a. The paved area of any parking site should be no more than necessary to efficiently accommodate the required number of parking spaces. (see Figure 26)
- b. Parking surfaces should be permeable wherever possible. Permeable surfaces and on site drainage will reduce the need for storm drainage infrastructure and allow storm water purification through the soil, reducing pollution of ground water. (see Figure 26)
- c. Clearly delineated pedestrian pathways should be provided within large parking lots. (see Figure 26)
- d. Parking lots should be linked by alleys or off-street connections where ever possible.



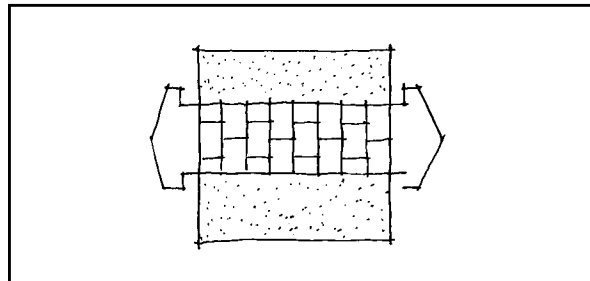
4a: Building Entries



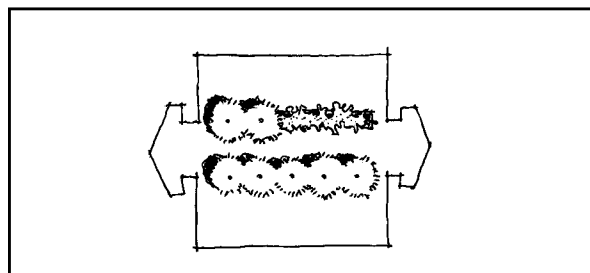
4b: Maximum Door Size



6a: Minimize Paved Area of Parking



6b: Permeable Parking Surfaces



6c: Pedestrian Pathways

FIGURE 26

DESIGN GUIDELINES

J. Key Private Developments

New development on several privately-held parcels will help enhance a pedestrian oriented East Village. This section suggests how future private development might occur.

1. Main Street/Burton Drive Intersection

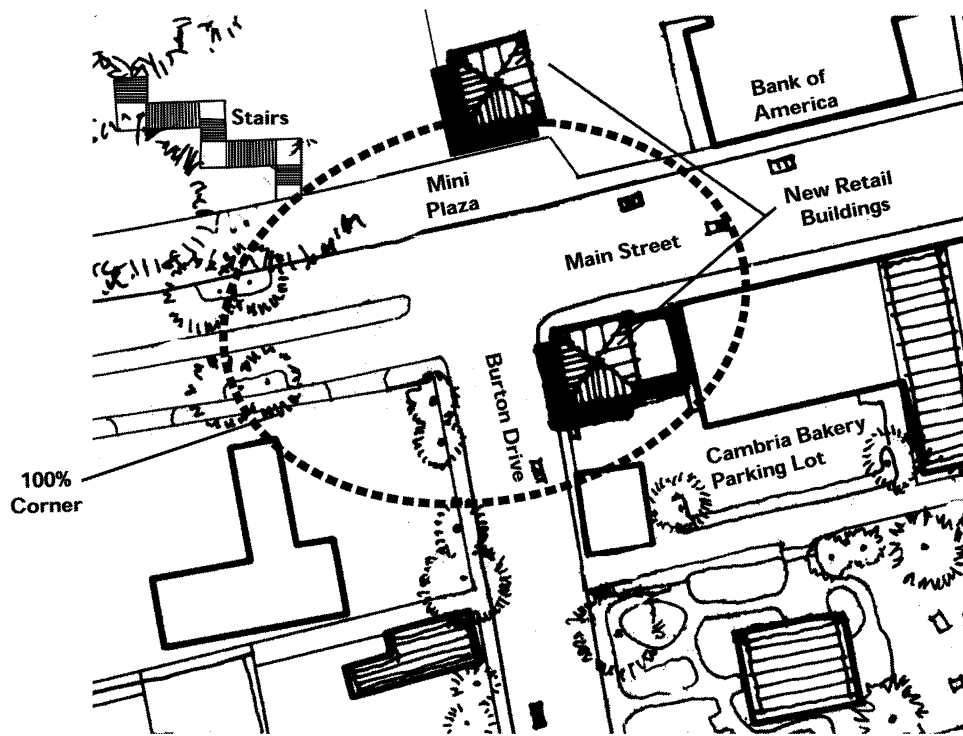
The parking lots serving the Bank of America and Cambria Bakery represent two of the four parcels of property adjacent to the East Village's "100% corner" at the intersection of Main Street and Burton Drive, and a third parcel adjacent to the intersection is vacant. This pattern of development creates a lack of definition for this important corner.

In order to better define this corner, construction of two new retail buildings would be appropriate on both of these sites as illustrated in Figure 27. These buildings should face Main Street and leave adequate room for parking behind as illustrated in Figure 27a. The additional parking requirements for each of these buildings could be met off site in one of the three new and improved shared parking lots.

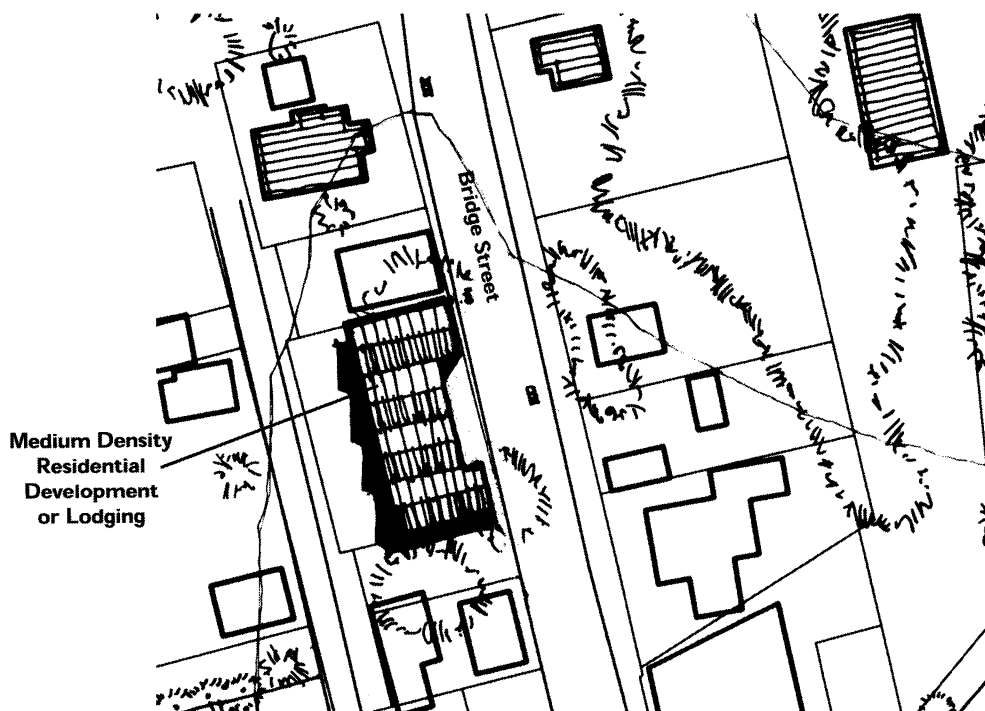
2. Vacant Lot on Bridge Street

The vacant parcel on Bridge Street just north of Main Street represents the transition zone from commercial development (and the Village Center) to single family homes (and the Old Residential District). It is a logical location for a new medium-density residential development or lodging.

This new development should front Bridge Street, while auto access and back yards could front onto Wall Street. It should be scaled and designed to reflect surrounding residential development as depicted in Figure 27.



1: Main Street/ Burton Drive Intersection



2: Vacant Lot on Bridge Street

FIGURE 27

PRIVATE PARCEL

CAMBRIA DESIGN PLAN

3. Williams Ranch House Parcel

This 7.2 acre parcel is the prominent location of the first of a line of charming older homes that are seen when entering the village of Cambria from the Eastern gateway. The hillsides in back of the ranch house have varied slope aspects that are visually prominent from Main Street in both directions.

New development on this strategic site should preserve and enhance the rural country charm of this property, and act as a transition from the rural character of East Village to the agricultural character of Santa Rosa Creek Road. The existing house should be preserved and enhanced if feasible, or replaced with a house including its front porch and roof lines, with additions kept behind the existing front elevation, to reflect its design elements, details, proportions, and relative location. New residences should be included along Main Street, continuing the procession of houses from East village, utilizing historical design elements, proportion, and detail to convey an old fashioned, turn-of-the-century appearance.

Hillside development should protect the natural aspect of the area by minimizing the number of houses on the hills, with residential farm house character, utilizing subdued colors, and agricultural, barn-like character, utilizing natural exposed wood exteriors to the rear. Structures should be tightly clustered in period fashion, to minimize the impact of development, and emphasize the open field character of the property. The flatter hillside areas should be selected for structures, which should have stepped foundations and building profiles or a low-profile design following existing contours to reflect the topography, and complement the specific site characteristics of each individual location. Landscaping should be strategically located to minimize the prominence of structures seen from public roads.

4. Eastern Gateway

The parcel south of Main Street at the edge of the East Village is the first developed site that people see as they enter Cambria from the east or south. Located in the Old Residential District, it is within five minutes walking distance of the Village Center. It is currently zoned for medium density residential development. This site is currently under consideration for a senior housing facility.

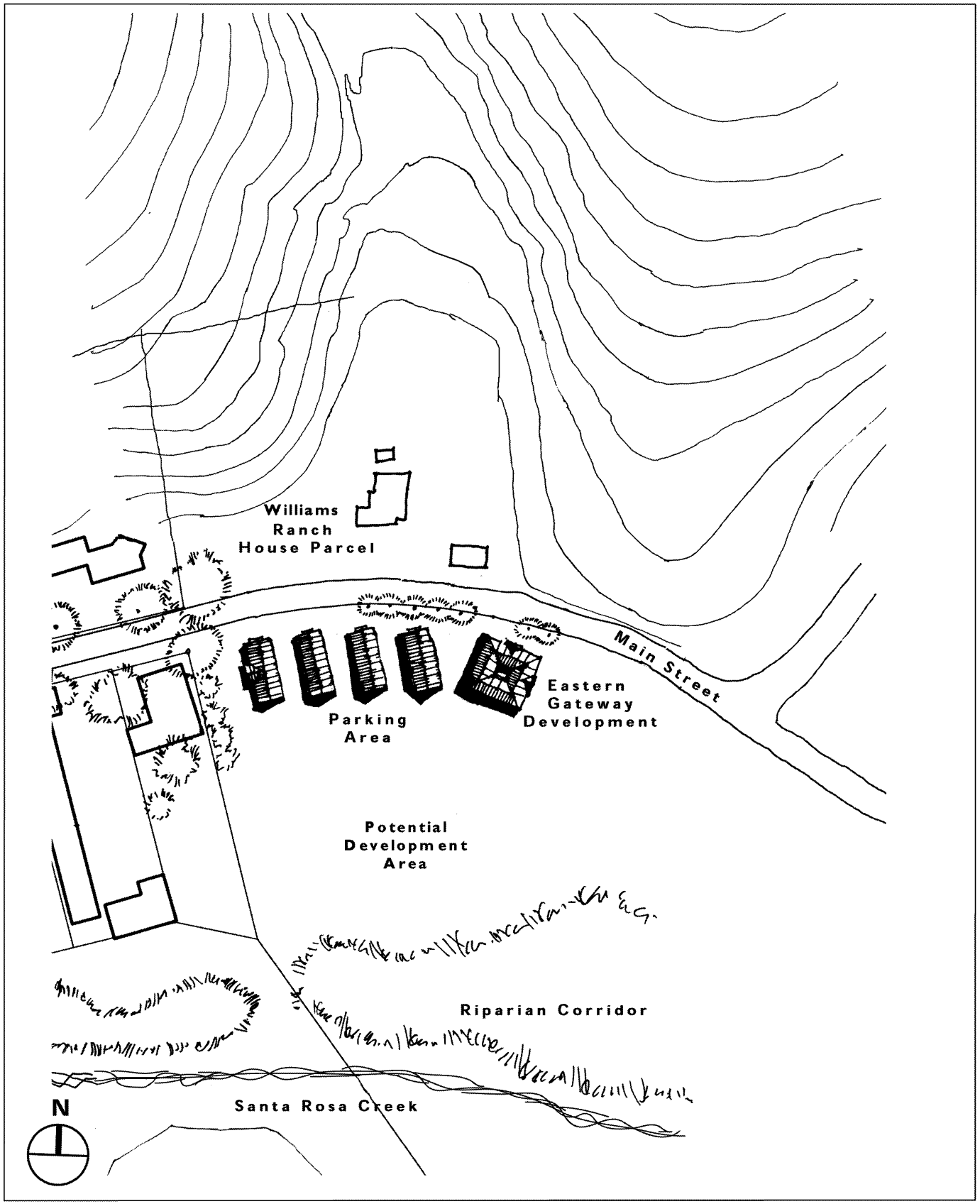


FIGURE 28

PRIVATE PARCEL

CAMBRIA DESIGN PLAN

It is important that any building on this site enhance the eastern gateway by respecting the riparian corridor of Santa Rosa Creek and the historic residential development nearby. As depicted in Figure 28, the building footprint should be broken up into small sizes that replicate the pattern of the district and development should occur along the road and not near the creek. The buildings should be built close to Main Street to match the setback of the adjacent building and to emphasize the edge of development of the village. Parking should be placed behind the building. The riparian corridor should be enhanced with plant species that are discussed in the Gateway section at the beginning of the chapter.

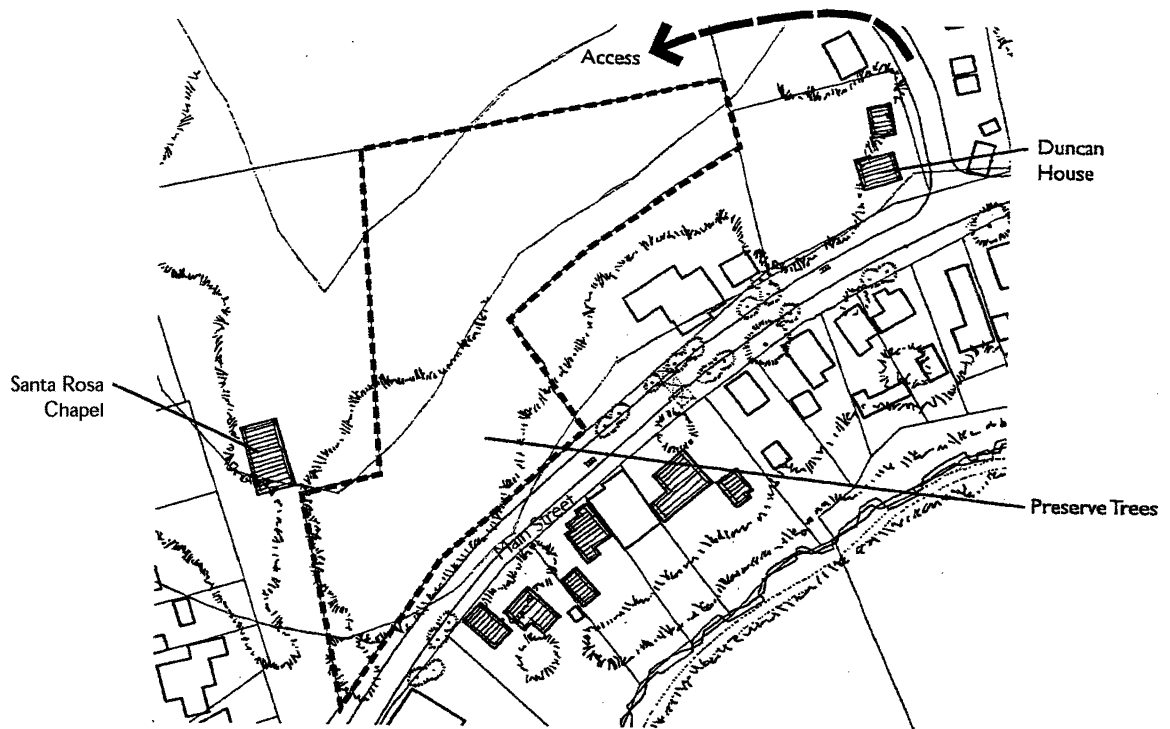
5. Lot Next to Santa Rosa Cemetery

This L-shaped, undeveloped lot allows the green frame of the pine forest to extend into the village and create a transition zone between the Old Residential Neighborhood and the Village Center. The open character of the site along Main Street is very important to the character of the East Village. This parcel, which is currently designated for commercial/retail use, should be redesignated as multi-family residential in order to create a transition from the Village Center district to the multi- and single-family uses of the Old Residential District.

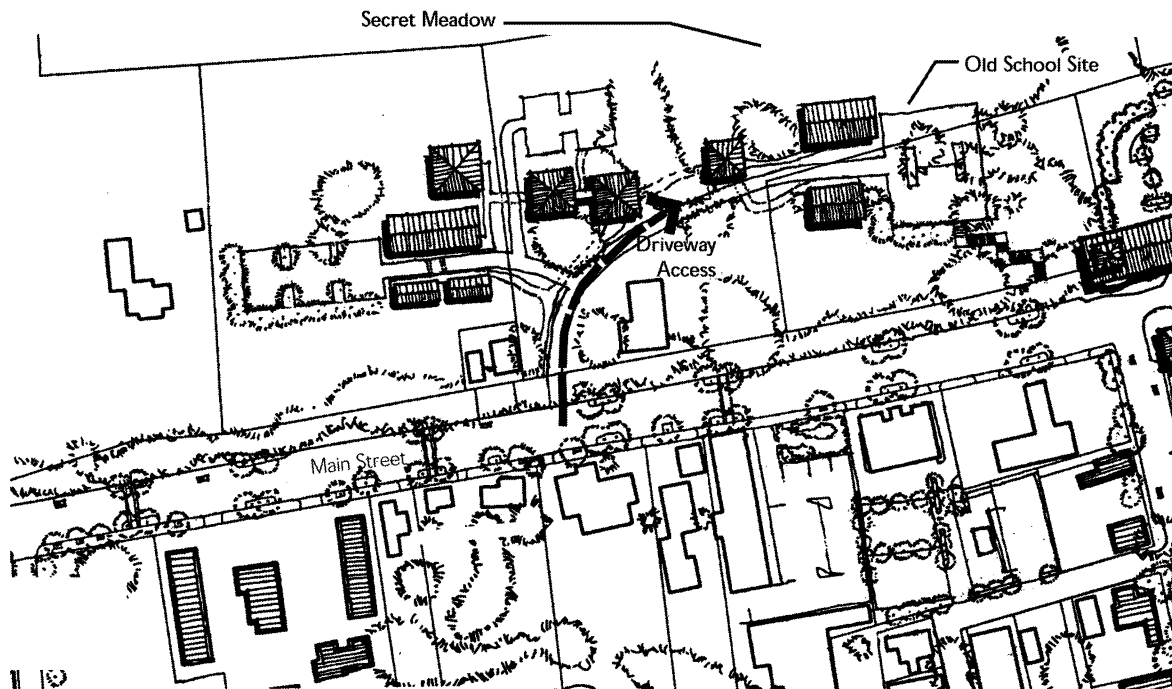
As illustrated in Figure 29, any development on this site should respect the topography and the forest, thus all significant trees and Monterey Pines should be preserved. Such development should be located only on the upper portion of the site, with access from behind the Duncan House if possible.

6. Up-Hill Lots North of Main Street

Several parcels zoned for commercial use are located above Main Street between Burton Drive and Bluebird Lane. Any development on these sites should respect the topography and the forest, and should be concentrated on flatter areas at the tops of the bluffs, removed from Main Street. As illustrated in Figure 29, a shared driveway could provide access from Main Street to the flatter sites which include the “Secret Meadow” and “Old School Site”. These parcels are generally devoid of trees, and their slopes should be re-forested to create tree cover over the sites and provide a visual buffer between the development and Main Street, thus maintaining the “green frame” backdrop to the East Village. Site development should respect the topography with minimal additional flat-pad grading.



6: Lot next to Santa Rosa Cemetery



7: Up-Hill Lots North of Main Street

FIGURE 29

PRIVATE PARCEL

CAMBRIA DESIGN PLAN

6 MID-VILLAGE

This chapter focuses on the properties fronting Main Street between the East and West villages. As depicted in Figure 30, the Mid-Village lies on the crest of the hill separating the two villages and is characterized by a mix of uses, large parcel sizes, and a lack of building presence on Main Street. This area deserves special attention in this Design Plan because of its prominent location between the two community centers of Cambria and because of its lack of definition. This chapter includes a list of goals for Mid-Village, descriptions and illustrations of proposed streetscape improvements, development Standards and design guidelines for private development, a discussion of design development along Santa Rosa Creek, and ideas for development on key sites.

A. Goals for Mid-Village

This Design Plan seeks to fulfill the following goals for Mid-Village:

- ◆ Enhance the aesthetic qualities of Mid-Village.
- ◆ Encourage buildings to have a street presence along Main Street where topographically feasible.
- ◆ Improve the streetscape of Main Street through plantings and paving.
- ◆ Improve safety for pedestrians, bicyclists and autos.
- ◆ Ensure high quality in the design of new structures along Main Street.
- ◆ Improve the relationship of the Mid-Village's built environment to Santa Rosa Creek and maintain a no build zone around the creek.
- ◆ Reflect slopes in planning and design.
- ◆ Enhance the visual relationship between Main Street and Highway One.

B. Main Street Streetscape

The strip of Main Street between the East and West Villages is a wide swath of asphalt with inconsistent sidewalks and no street lighting, furnishings or plantings. A portion of the section of Main Street in the Mid-Village is two lanes, the remainder of the section currently is made up of two traffic lanes with a left-hand turn lane between the lanes.

As illustrated in Figures 31b and 31c, the street would be reconfigured to consist of a travel lane with a bike way in each direction and a multi-use trail on the down-slope side of the street. An informal clustering of Monterey pines would be planted on the hillsides on the north side of the street, while portions of the down-slopes south of Main Street would be planted with native trees, creating a naturalistic corridor between the villages in this lush, hilly and rural streetscape setting.

Figure 31b shows the proposed configuration of the portion of Main Street with a shared left-turn lane, which would be developed with a landscaped median, while Figure 31c shows the configuration where no left-turn lane occurs.

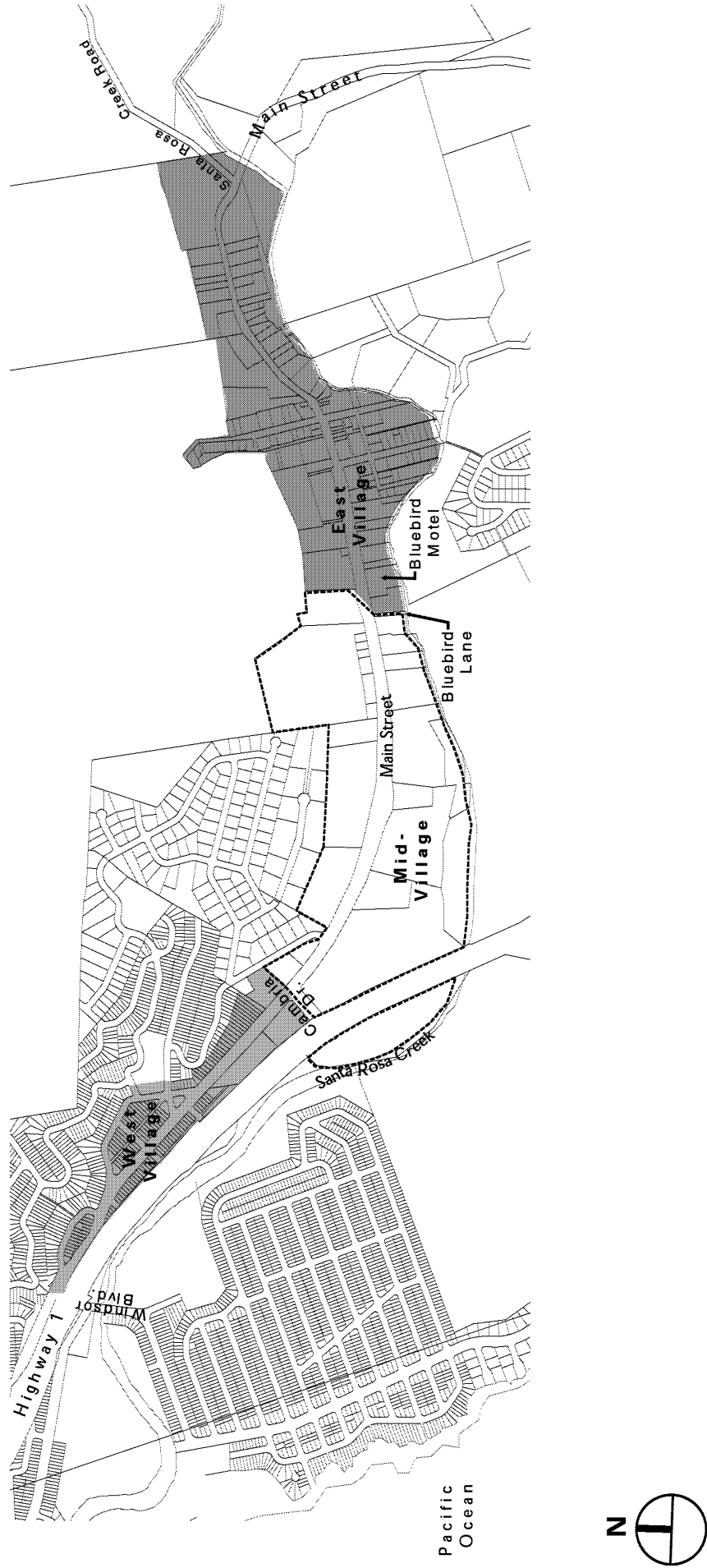


FIGURE 30

LOCATION OF MID-VILLAGE

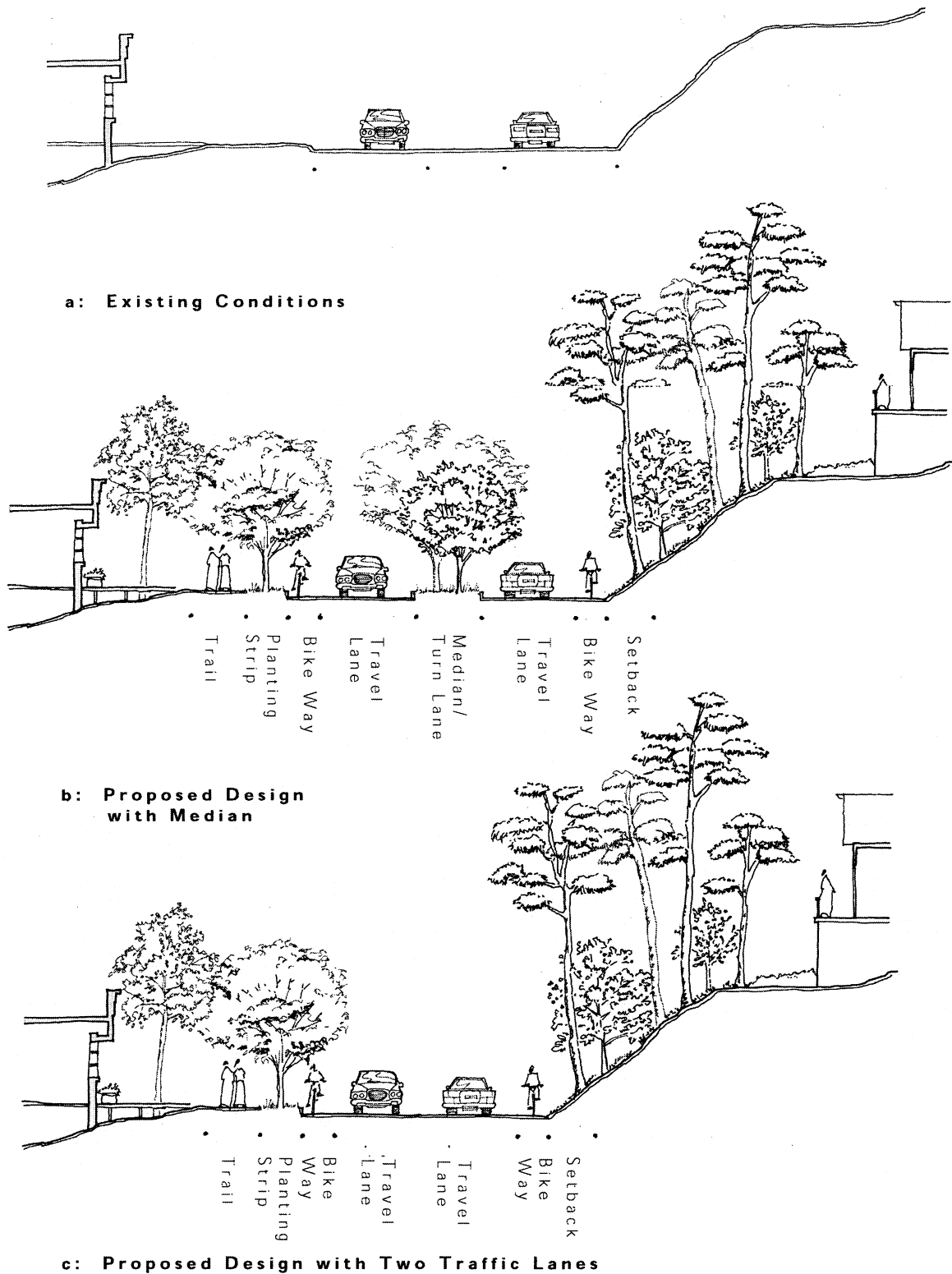


FIGURE 31

MAIN STREET IN THE MID-VILLAGE

CAMBRIA DESIGN PLAN

C. Development Standards

This section includes development standards that are requirements in Mid-Village. While the subsequent section includes design guidelines that are intended to be advisory only, the Standards in this section are so important to the success of this area between the two villages that compliance with them is mandatory for all new development.

These Standards attempt to preserve and enhance the landscape features of Mid-Village, making them the most dominant feature in the surrounding natural and built environment. Appropriately scaled buildings would be the most dominate feature of the built environment with each building's necessities, such as parking and storage, carefully sited and designed to serve its building and blend into the surrounding environment.

1. Building Orientation

This section is intended to ensure that buildings face main street with their interior activity areas visible from the street.

- a. **Permeability and Activity.** The Main Street facade of all commercial/office buildings shall be the “front,” detailed with windows and doors and the main pedestrian entry to each space. (see Figure 32)

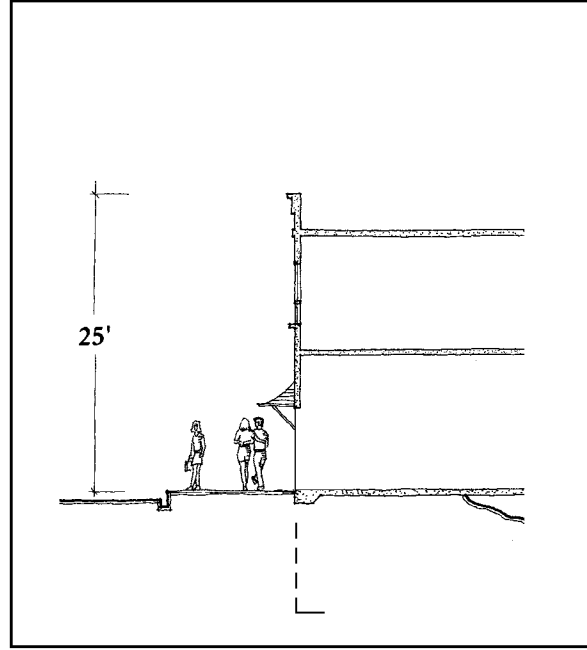
2. Building Height

Building heights in the Mid-Village area should be limited in order to maintain the existing rural character in which the natural landscape, not the built environment, is the dominant feature in the environment.

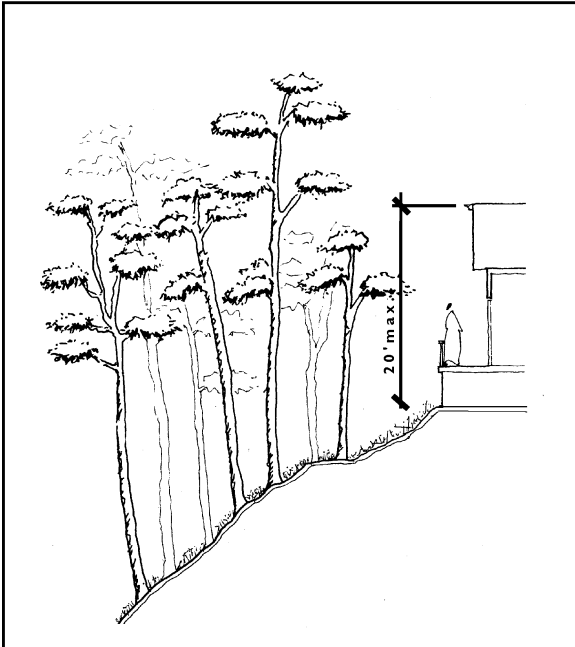
- a. **Allowed Height.** All buildings in this district, except buildings on the up-slope parcels, in relationship to Main Street, shall not exceed 25 feet. (see Figure 32)
- b. **Allowed Height on Up-Slope Sites.** All buildings on the up-slope parcels, in relationship to Main Street, shall not exceed 20 feet. [This standard supersedes and replaces those in the Planning Area Standards for height of commercial retail buildings on Main Street in the North Coast Area Plan.] (see Figure 32)
- c. **Additional Height for Pitched Roofs.** As a means to encourage sloped roofs, the peak of a sloped roof may be up to 7 feet taller than the maximum building height of 20 or 25 feet (for a total of 27 or 32 feet), provided that the slope is 6:12 or greater. (see Figure 32)



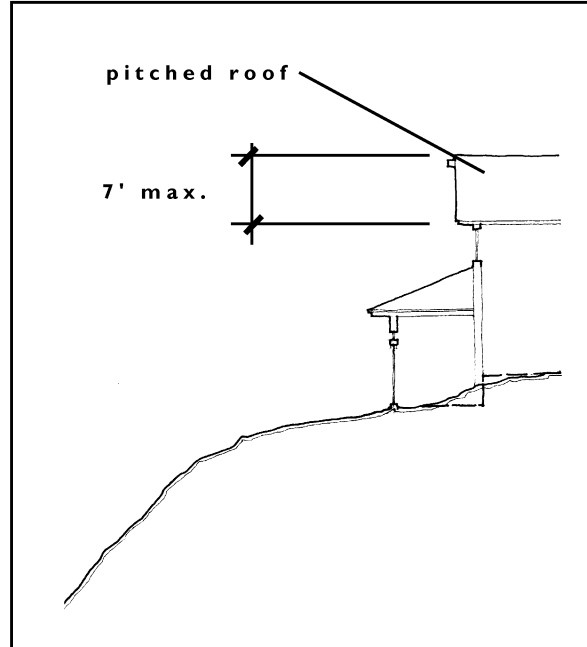
1a: Building Orientation



2a: Allowed Height



2b: Allowed Height on Up-Slope Sites



2c: Additional Height for Pitched Roof

FIGURE 32

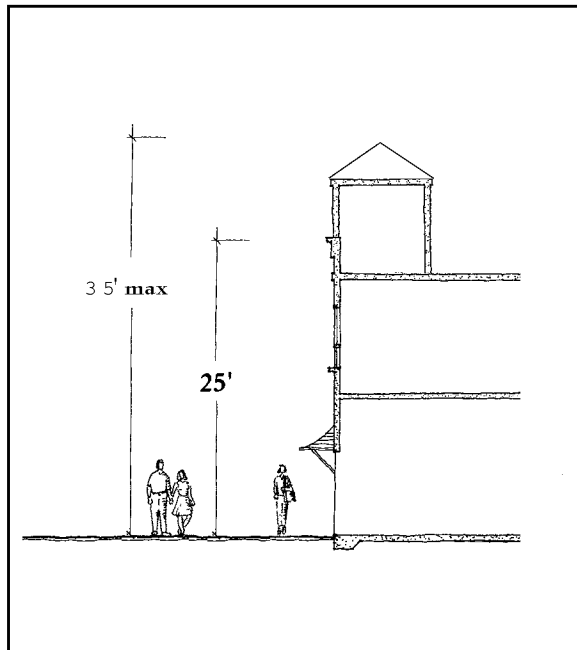
DEVELOPMENT STANDARDS

- d. **Additional Height for Non-Habitable Structures.** This height restriction does not include non-habitable, architectural building elements such as clock towers and steeples. These elements shall not exceed 35 feet. (see Figure 33)
- e. **Measurement.** Building height is measured at every individual point on a site from the natural grade to the top of the building directly above that point. (see Figure 33)

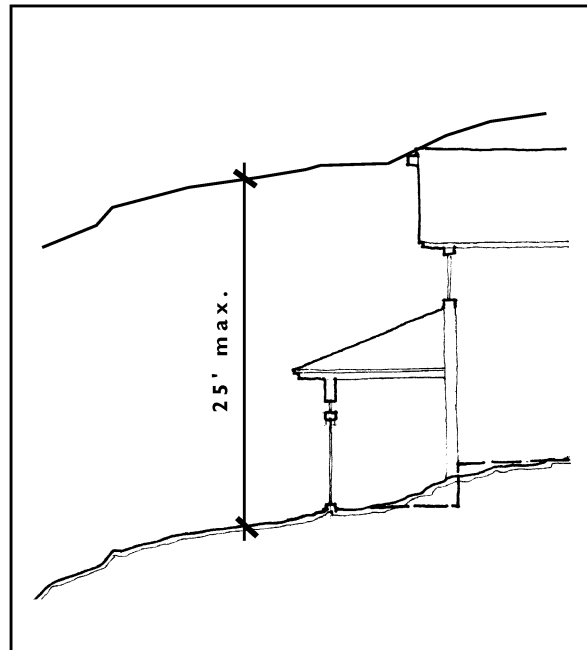
3. Setbacks

All new development and/or remodeling in Mid-Village shall be consistent with adjacent setbacks.

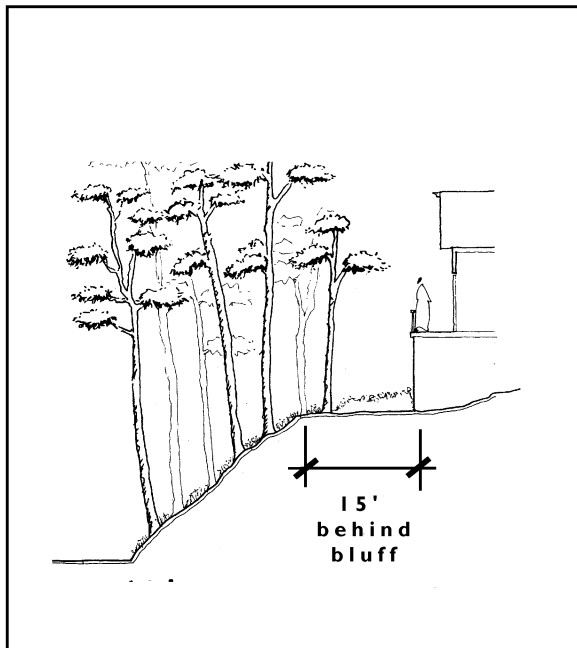
- a. **Front Setback for Down-Slope and Cross-Slope Sites.** A minimum 15-foot front setback is required for all parcels that are not up-slope sites in relationship to Main Street. Exception may be made for the Mid-State Bank site in order to allow for buildings to be built to the sidewalk, if this proves feasible. [The *CZLUO* requires a 10-foot setback in all commercial buildings not located in the Central Business District.]
- b. **Front Setback for Bluff-top Development Up-Slope Sites.** All development on up-slope sites, in relationship to Main Street, shall be setback 15 feet behind the face of the bluff. This distance is generally a minimum of 50 feet from the front parcel line. [The *CZLUO* requires a zero setback for all commercial buildings located in the Central Business District.] (see Figure 33)
- c. **Side.** A minimum 10-foot side setback is required of all buildings in this district. The minimum setback is to be increased one-foot for each three feet of building height above 12 feet. [The *CZLUO* allows zero setback.]
- d. **Rear.** A minimum 20-foot rear setback is required for all buildings on the down-slope side of Main Street. For parcels adjacent to Santa Rosa Creek this setback shall be offered for dedication for a public right-of-way. [The *CZLUO* requires zero setback for commercial and ten-foot setback for Office and Professional.] (see Figure 33)



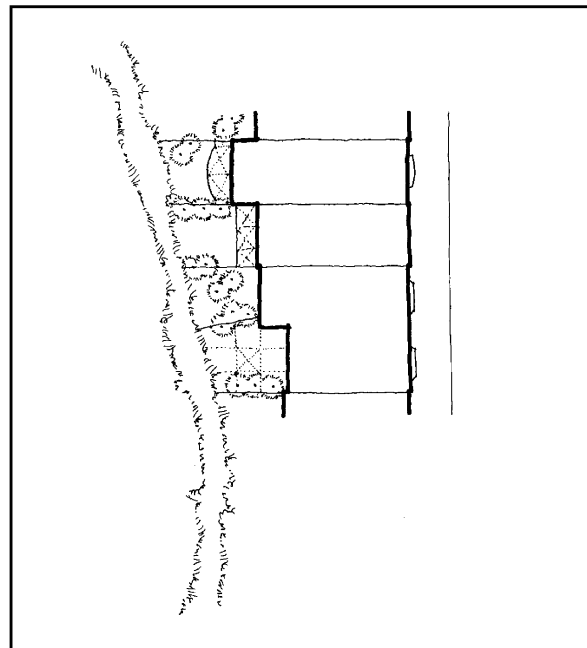
2d: Additional Height for Non-Habitable Structures



2e: Measurement



3b: Front Setback for Bluff-Top Development Up-Slope Sites



3d: Rear

FIGURE 33

DEVELOPMENT STANDARDS

4. Roofs

In order to preserve Cambria's charm as an historic and rural community, it is essential that roof lines are indicative of the vernacular shapes that were developed in the historic community.

- a. **Minimum Roof Pitch.** Any pitched roof shall have a minimum 3:12 pitch.

5. Service areas

Service areas shall be placed away from Main Street, Santa Rosa Creek and other public open space.

6. Parking

Parking lots shall be carefully sited in order to preserve the rural character of Cambria.

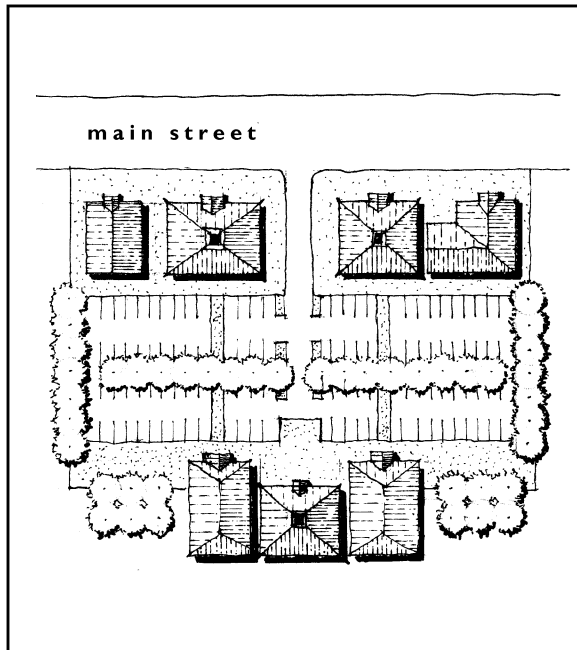
- a. **Siting.** Parking shall be located behind buildings where possible.
(see Figure 34)
- b. **Highway One Buffer.** A visual buffer shall be provided to mitigate views of parking areas from Highway One. Such buffers could include landscaping or additional commercial buildings. (see Figure 34)
- c. **Pedestrian Connections.** Where parking is located behind buildings, clearly delineated pedestrian connections to Main Street shall be provided.

7. Santa Rosa Creek Frontage

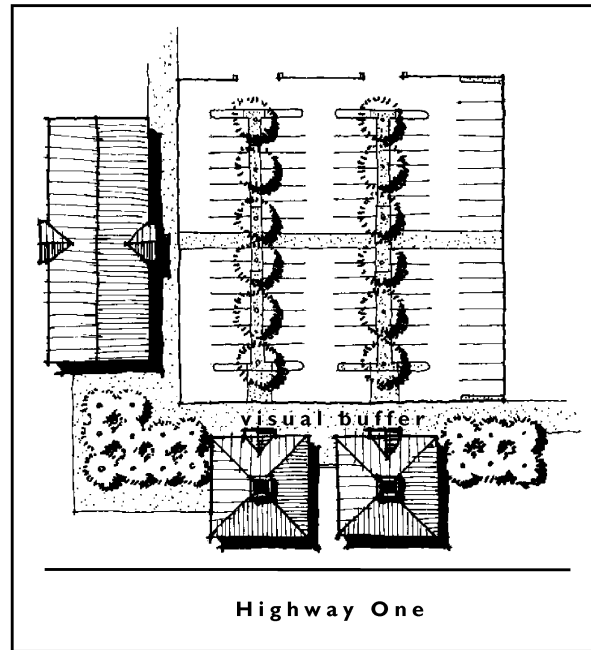
Development on any site adjacent to Santa Rosa Creek shall be designed to face the creek as well as the street. This means that buildings on sites adjacent to the creek, and facades facing the creek shall be designed to the same level of detail as street-facing facades. (see Figure 34). All buildings shall be setback from the edge of the riparian vegetation consistent with the requirements identified by Chapter 4 (Area Wide Design Standards).

8. Signs

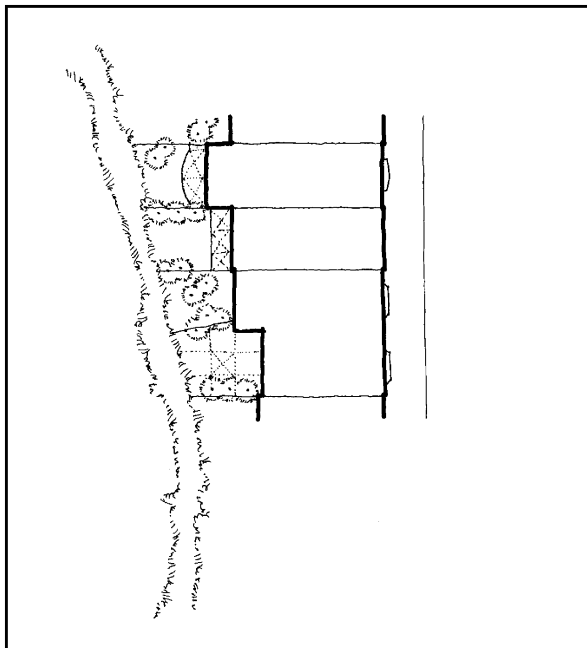
Signage shall be limited to reduce the potential for visual clutter and distraction. On-site signs are allowed according to applicable county



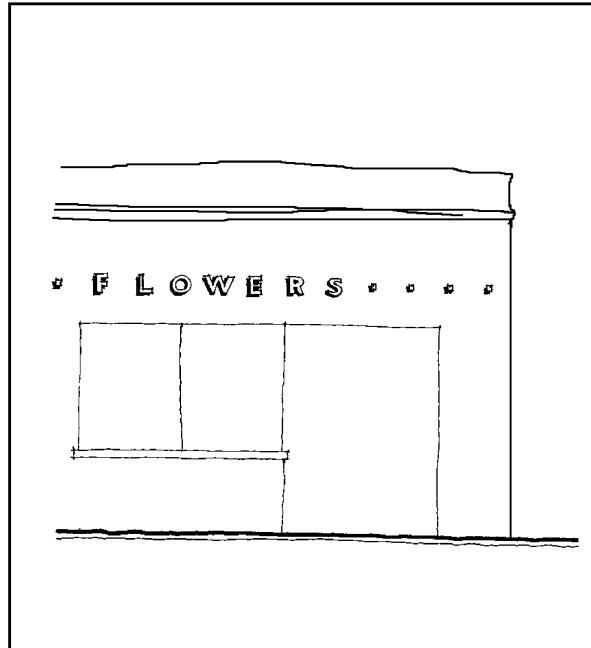
6a: Siting



6b: Highway One Buffer



7: Santa Rosa Creek Frontage



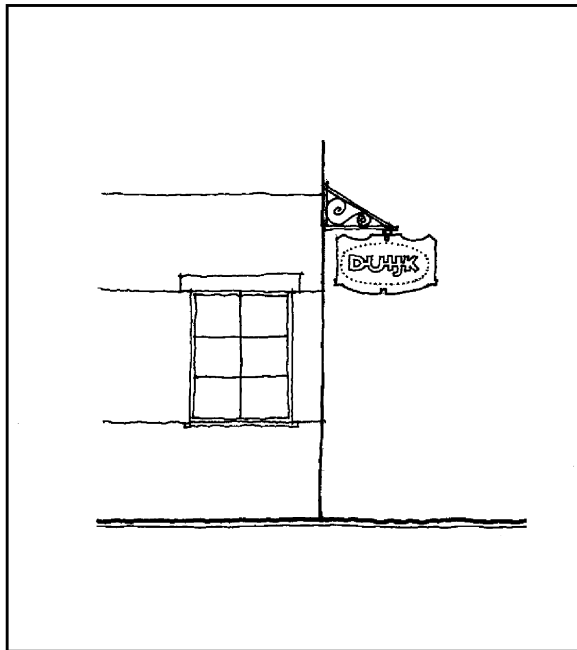
8a: Wall Signs

FIGURE 34

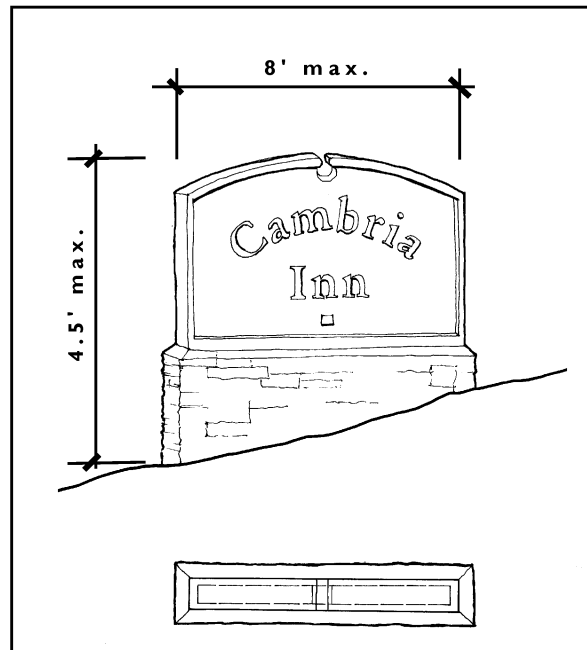
DEVELOPMENT STANDARDS

policies, with the following allowances or limitations. Other policies in the CZLUO, area plan and Coastal Plan remain applicable and in effect.

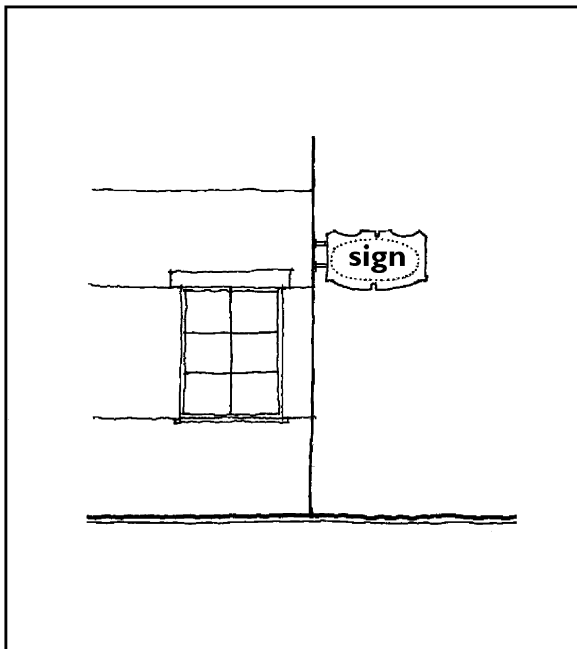
- a. **Wall signs.** Wall signs are limited to a maximum of 30 square feet for each business or tenant. Such signs shall be painted directly onto the building or be composed of individually applied letters. [CZLUO limits to 15% of the wall area, up to 80 square feet] (see Figure 34)
- b. **Suspended Signs.** Suspended signs may be utilized if no projecting signs are utilized. [CZLUO allows both a suspended and projecting sign.] (see Figure 35)
- c. **Monument Signs.** Each development site shall have not more than one monument sign for each of its street frontages. The monument signs are limited to 32 square feet, and shall not exceed 4.5 feet in height outside setback areas, including the base below the sign, and 8 feet in width. Such signs shall be solid at the base in order to give them a substantial appearance, and the signs shall match the architecture of the building itself. [CZLUO allows up to 60 square feet and a height of 3 feet within the setback areas.] (see Figure 35)
- d. **Projecting Signs.** Projecting signs may be utilized if no suspended signs are utilized. [CZLUO allows both a suspended and projecting sign.] (see Figure 35)
- e. **Marquee signs.** Marquee signs are limited to 30 square feet. [CZLUO allows up to 40 square feet.] (see Figure 35)
- f. **Directional Signs.** Also subject to land use permit requirements are signs that identify the direction of generic kinds of uses, such as “restaurants, lodging, bank” and so on, are limited to a height of five feet and area of 10 square feet. Such signs may be pole-mounted or monument design.
- g. **Window Signs.** Window signs are exempt from the sign requirement of the CZLUO if the total area of such signs does not exceed 15% of the total window area, and no more than one lighted sign per window pane.
- h. **Sign Illumination.** Signs may only be externally illuminated. No neon is allowed in the Mid-Village.



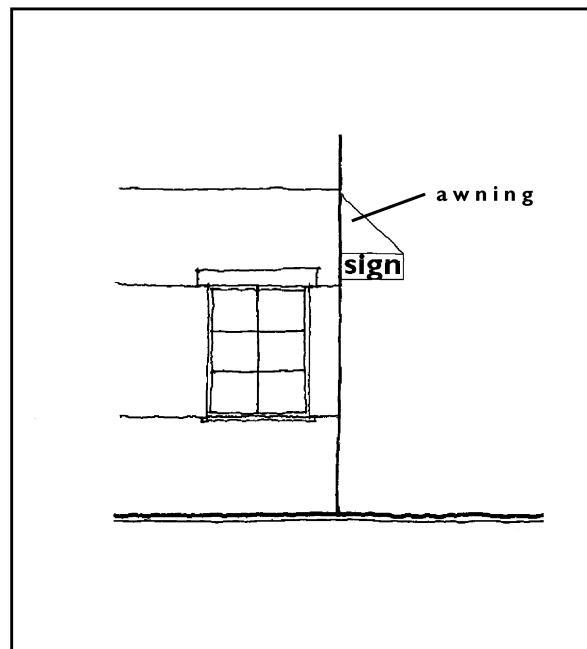
8b: Suspended Signs



8c: Monument Signs



8d: Projecting Signs



8e: Marquee Sign

FIGURE 35

DEVELOPMENT STANDARDS

9. Drive-up Windows

No new drive-up windows are allowed in the Mid-Village area. Existing drive-up windows may be relocated or reconfigured on a given site.

10. Storage

This standard places limitations on storage in order to visually conceal it and blend it with the surrounding physical environment. This is intended to minimize the potential for visual clutter and distraction from the buildings and surrounding landscape.

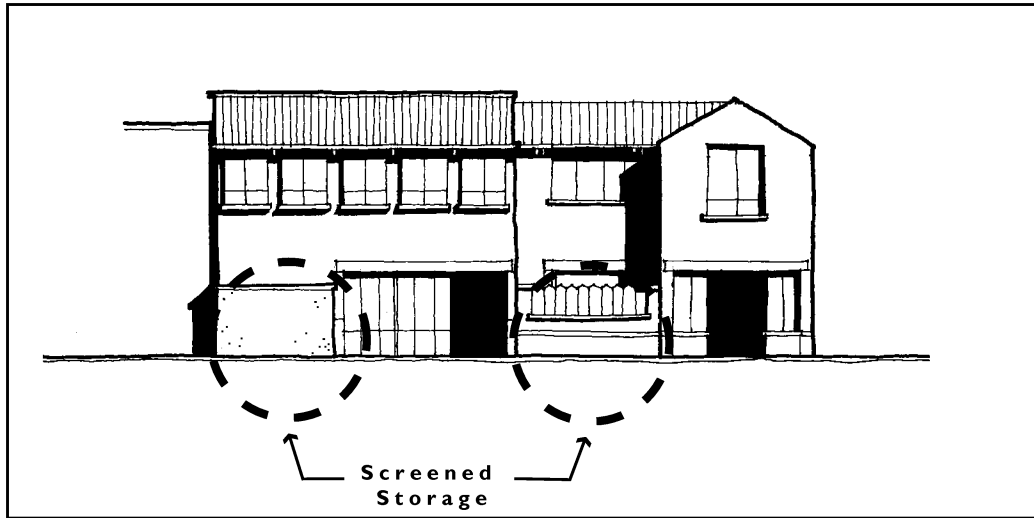
- a. All storage shall be screened by a solid wall or fencing that matches the architectural materials and style of the building.

(see Figure 36)

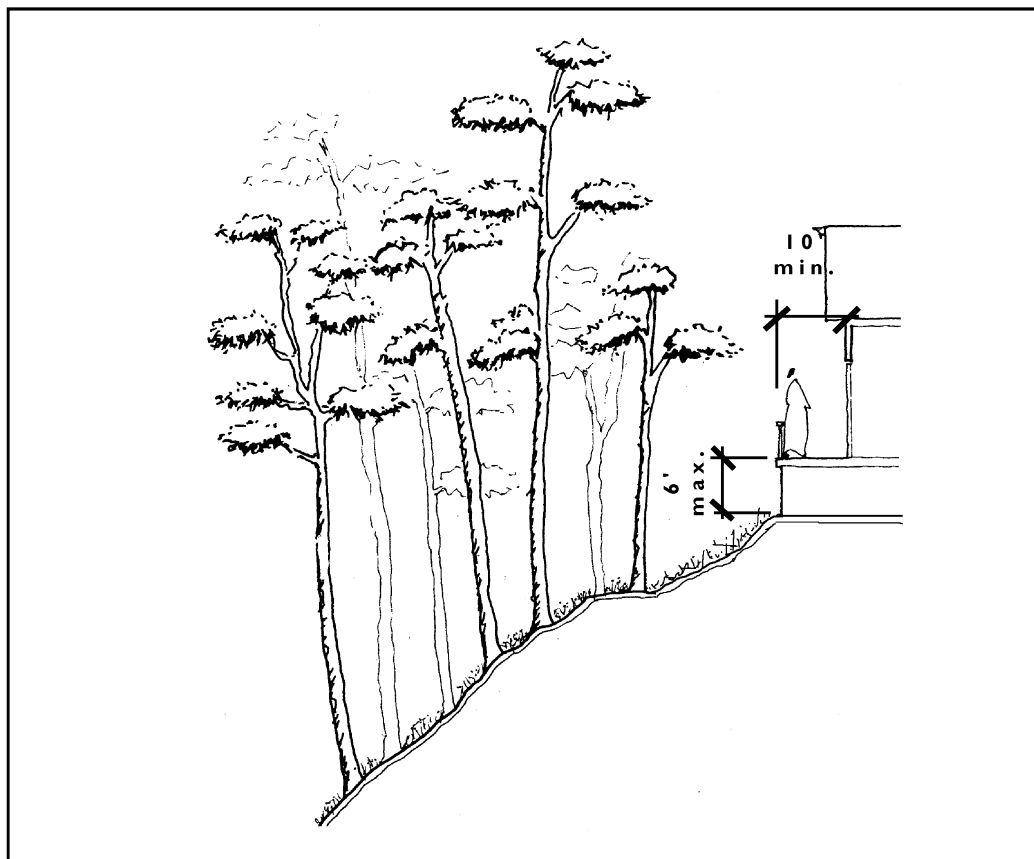
11. Development on Sloping Sites

Cambria is typified by hillsides and pines, which are important to the visual quality of the community. Therefore, this section addresses development on sloping sites.

- a. **Grading Limitations.** Grading and buildings shall be designed to follow the natural slope by orienting and aligning with the existing contours.
- b. **Second Story Setbacks.** On up-slope parcels, upper floors shall be setback a minimum of ten feet from the exterior wall directly below them. The upper-floor roof shall not extend more than two feet into the setback. (see Figure 36)
- c. **Sub-floor Areas.** The greatest distance between the lowest floor and finished grade shall not exceed six feet. Such areas shall be covered with finished walls or appropriate architectural screening and not be left open. The addition of landscaping can further improve the appearance of the building and reduce apparent mass. (see Figure 36)



10a: Storage



11b & 11c: Second Story Setback and Sub-Floor Areas

FIGURE 36

DEVELOPMENT STANDARDS

12. Landscaping

All landscaping and construction practices shall work to maintain and regenerate the Monterey pine forest and the Santa Rosa Creek riparian corridor. To this end, the following regulation shall be followed:

- a. Plant materials used to mimic or enhance naturally occurring vegetation should be propagated from native stock taken from an area within a 50-mile radius of Cambria to ensure that the gene pool is not diluted for endemic species. This particularly true for Monterey pines and riparian plantings.

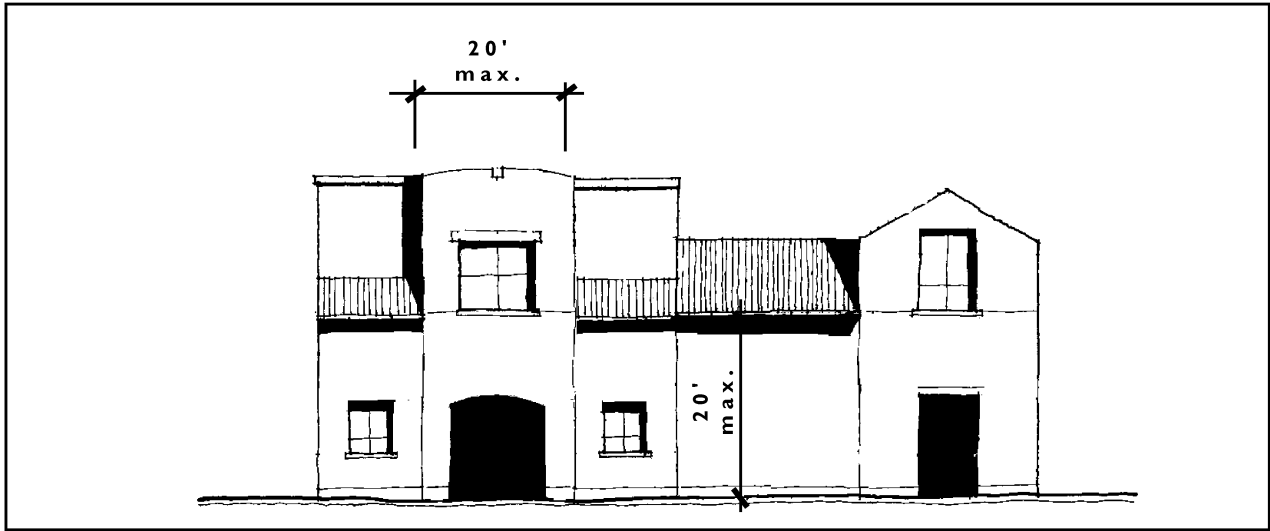
D. Design Guidelines

This section contains design guidelines that provide flexible policy direction for new developments in the Mid-Village area. Alternative design features that are determined to be “equal to or better” may also be approved, since this section is intended to give property owners, developers and architects a clear sense of the design that the community hopes to achieve. Compliance with these guidelines is not mandatory, but is strongly encouraged.

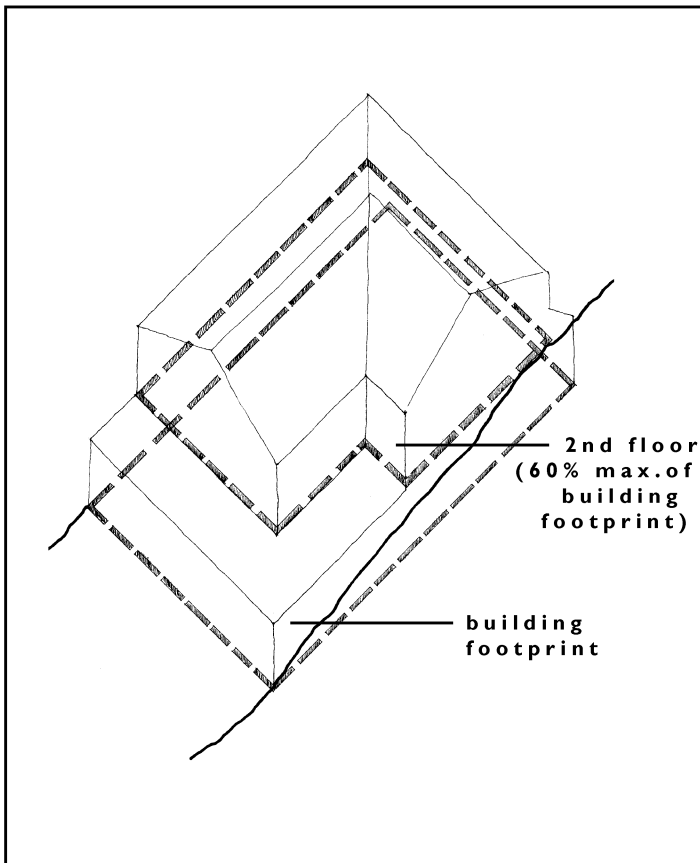
1. Building Massing

Buildings in Mid-Village should be limited in perceived volume so that they do not dominate the landscape and create a suburban big-box environment.

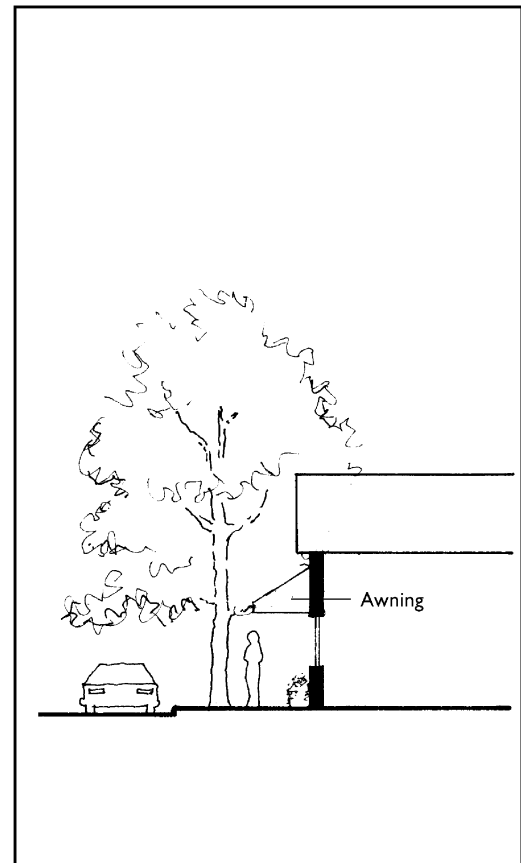
- a. **Facades.** Building facades should be articulated with changes in plane, materials and design increments of not more than 20 feet.
(see Figure 37)
- b. **Height Variation.** Building mass should be articulated with changes in building height in horizontal increments of not more than 30 feet.
- c. **Gross Structural Area.** Where buildings are more than one-story, the second floor should be no greater than 60% of the building footprint, except on buildings fronting Main Street where down slopes are so steep that the second story of the building is the ground floor on Main Street, in which case the second floor may be 100% of the building footprint. (see Figure 37)



1a: Building Massing



1c: Gross Structural Area



2a: Facades

FIGURE 37

DESIGN GUIDELINES

2. Building Articulation

In order to preserve Cambria's charm as a rural community, it is essential that building facades have some detailing that enhances this character and lessens the potential for "big-box" retail type facades.

- a. **Facades.** All facades should include significant three-dimensional components, such as canopies, awnings, cornices or eaves, to cast shadows and create visual interest to passing motorists and pedestrians. (see Figure 37)

3. Roofs

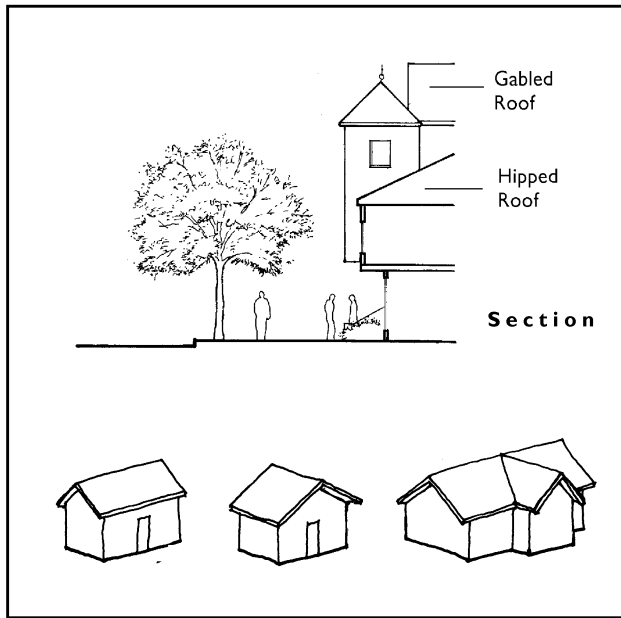
Roof shape is an important way that buildings fit into a district. These guidelines are intended to ensure that buildings in Mid-Village are developed with appropriate roof shapes.

- a. **Roof shapes.** Simple pitched roofs such as gables or hips are preferred over flat roofs on commercial buildings. [Similar to *County Design Guidelines*, page 35.] (see Figure 38)
- b. **Parapet Roofs.** Where buildings have flat roofs, parapets should be articulated with changes in elevation, roof line cornices and recesses to create visual interest and accentuate important components of the building facade. [Similar to *County Design Guidelines*, page 35.] (see Figure 38)
- c. **Roofing Materials.** Exposed roofs should be shingles with wood shakes, wood-appearing, or interlocking concrete shingles in tones of grey and brown.

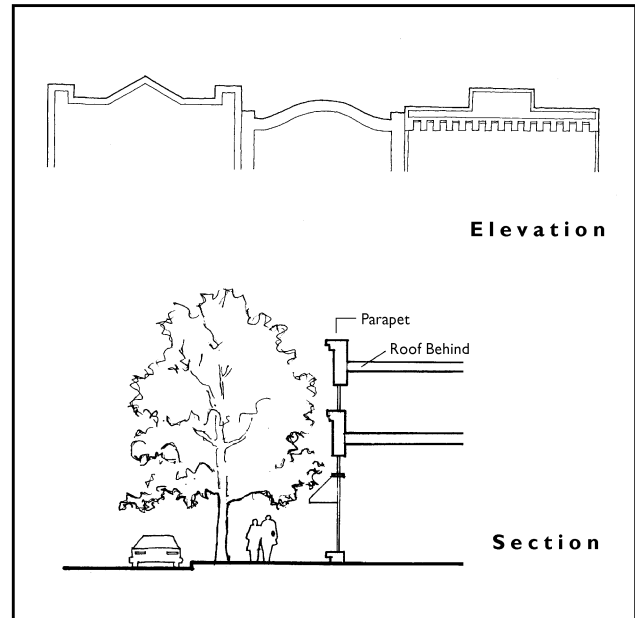
4. Parking

Parking lots should be designed with respect to the pedestrian, the surrounding built environment and the natural environment as well as the car.

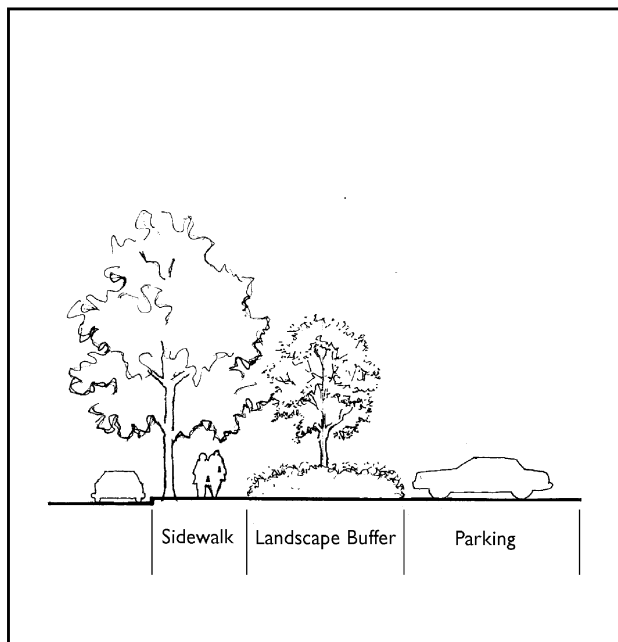
- a. **Visible components.** Driveways should be the only paved portion of a parking area visible from Main Street.
- b. **Main Street Buffer.** In some instances parking may occur on Main Street. Where it does occur, a landscape buffer of at least 15 feet should be provided to minimize views of parked cars from the street. On down-slope sites the visual buffer should be high enough to block



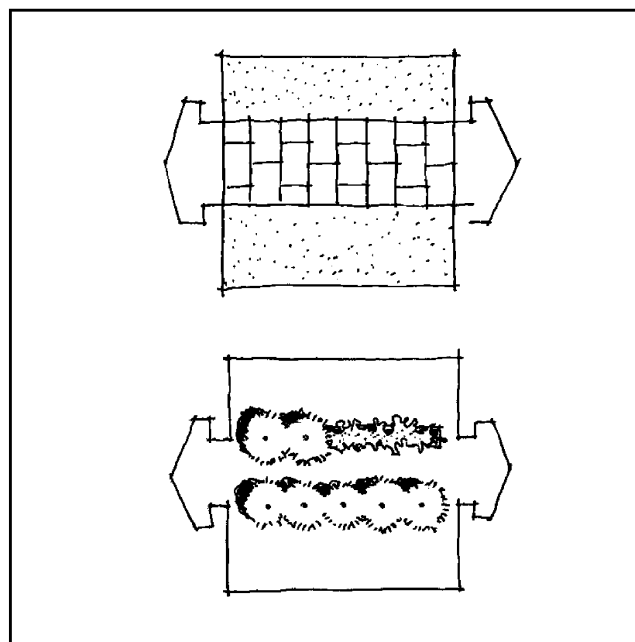
3a: Gabled and Hipped Roofs



3b: Parapet Roofs



4b: Main Street Buffer



**4d: Parking Lots -
Paving and Permeable Surfaces**

**4f: Parking Lots -
Pedestrian Pathways**

FIGURE 38

DESIGN GUIDELINES

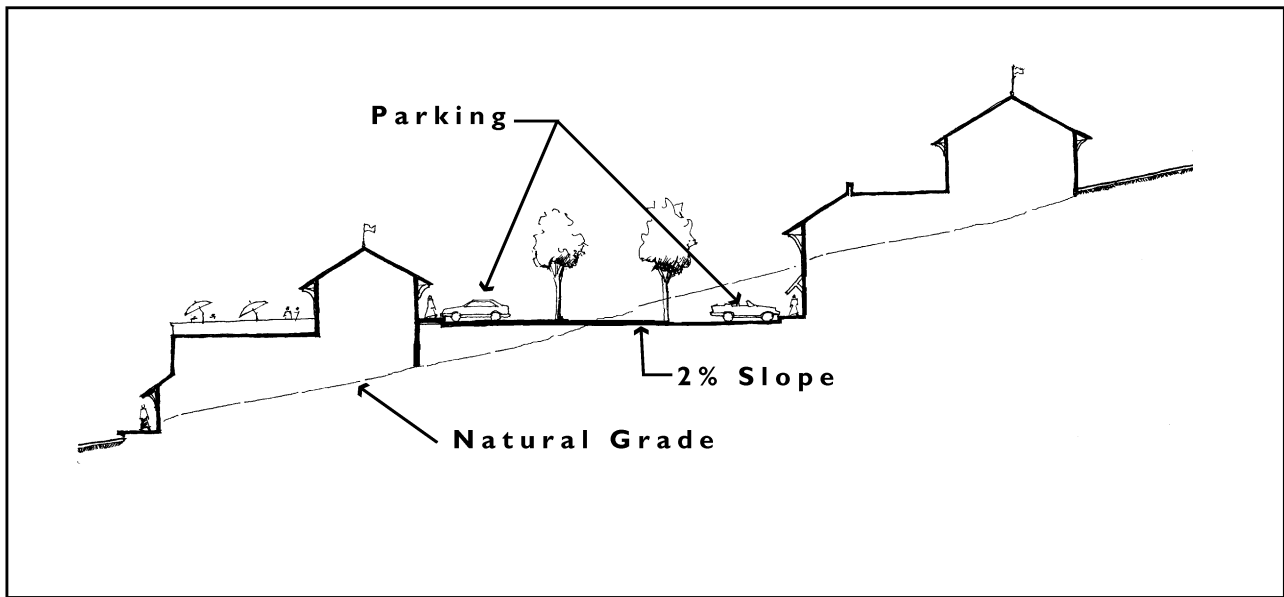
views of the parking from Main Street. On up-slope sites the parking lot should be setback 15 feet from the top of the bluff. (See Figure 38)

- c. **Paving.** The paved area of any parking should be no more than necessary to efficiently accommodate the required number of parking spaces and walking.
- d. **Permeable Surfaces.** Parking surfaces should be permeable wherever possible. Permeable surfaces and on-site drainage will reduce the need for storm drainage infrastructure and allow storm water purification through the soil, reducing pollution of ground water. (see Figure 38)
- e. **Driveway Width.** Driveways to parking lots should be no wider than 20 feet.
- f. **Pedestrian Pathways.** Clearly delineated pathways should be provided within large parking lots. (see Figure 38)

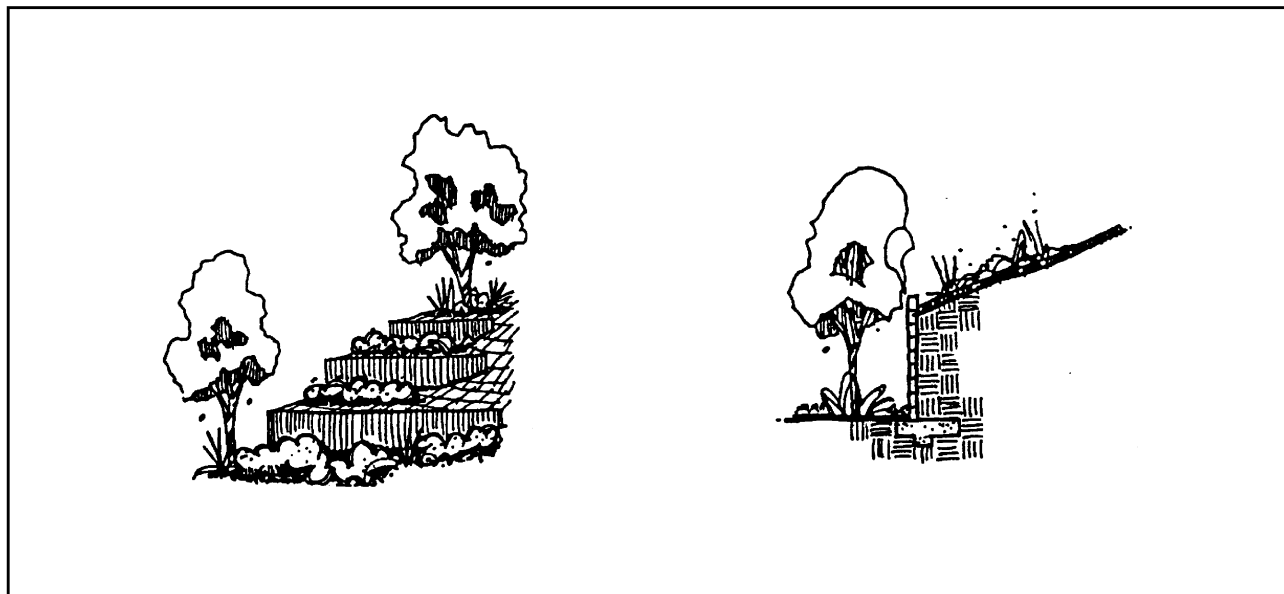
5. Grading and Contouring

In order to preserve the character of the hillsides, sensitive and intelligent grading policies should be practiced.

- a. **Finish Grading.** New graded slopes should be configured to retain the natural character of the site. New contour lines should be rounded to mimic natural contours. [Similar to *County Design Guidelines*, page 103.] (see Figure 39)
- b. **Graded Slopes.** Artificial slopes that are visible to the public should match the natural slopes in the immediate vicinity. [*County Design Guidelines*, page 103.]
- c. **Feathering.** Graded areas should be “feathered” so that there are no abrupt transitions between flat areas and graded slopes, or between graded and ungraded areas. [*County Design Guidelines*, page 103.] (see Figure 39)



6a: Development of Sloping Sites



6e: Retaining Walls

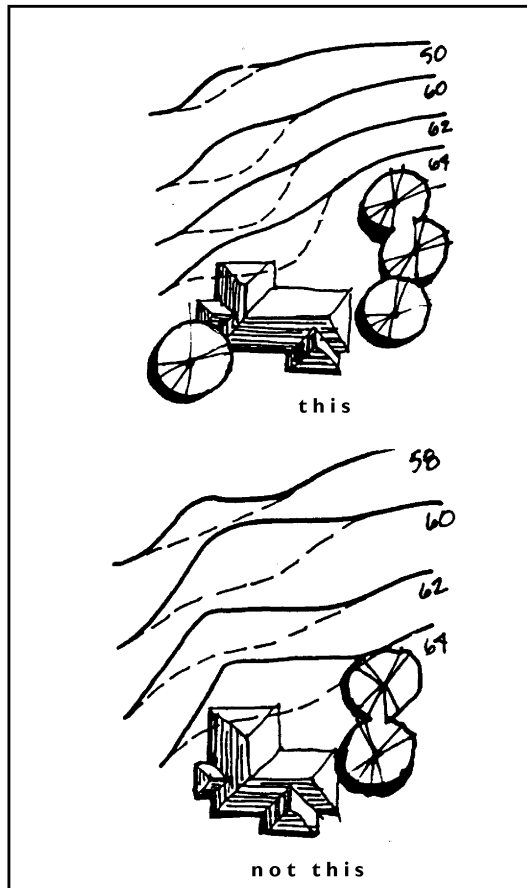
FIGURE 39

DESIGN GUIDELINES

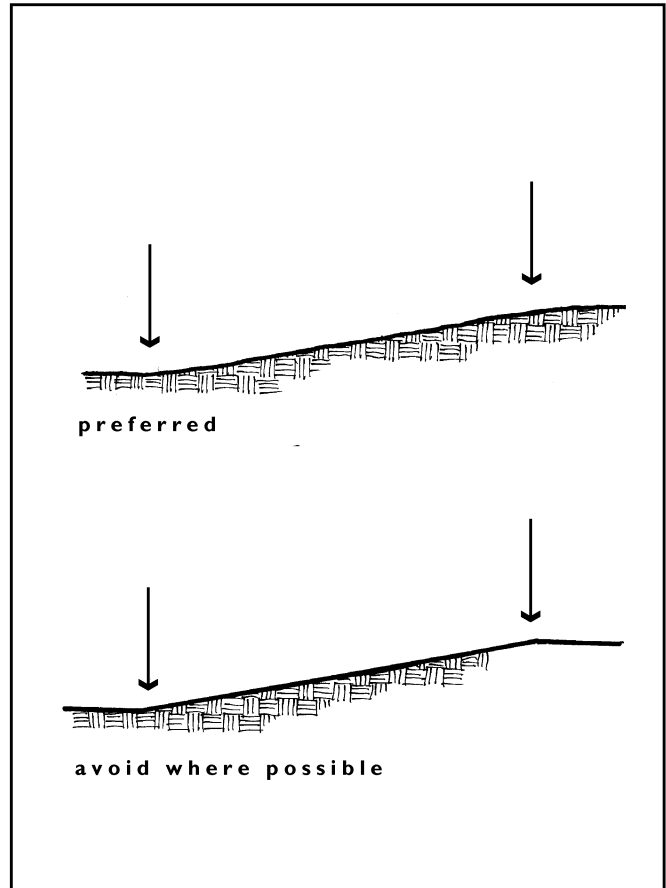
6. Development on Sloping Sites

The hillsides are one of the dominant physical features that create the setting in which Cambria exists. Preservation of the hillsides and careful, unobtrusive development is essential in maintaining an attractive backdrop for Cambria.

- a. **Site Layout.** Where the majority of the site is sloping, the flatter areas should be utilized for parking rather than building footprints. Where buildings abut both sides of a parking lot, the difference in ground floor elevations, where feasible, should not be such to cause the parking lot between them to have a slope greater than a 2%.
(see Figure 40)
- b. **Grading Limitations.** Site grading should generally be limited to areas within and adjacent to the building footprint, parking areas and driveways, and where necessary due to unusual site conditions, or where necessary to blend graded areas with adjacent natural contours. [*County Design Guidelines*, page 102]
- c. **Contour Development.** Building masses should generally follow the contours. Where possible, large cuts and graded pads should be avoided. On sloping sites, buildings should have multiple levels and be dug into and step down the hill. All buildings in areas with natural slopes above 15% should have stepped foundations or other similar techniques to minimize grading associated with large building pads. [*County Design Guidelines*, page 102.]
- d. **Cut slopes.** Cut slopes should be lower than adjacent building heights. A tall grading cut may be appropriate behind a building if out of public view.
- e. **Retaining Walls.** Where retaining walls need to be greater than four feet in height from natural grade to top of wall, they shall be stepped down a slope, rather than designed as a single vertical wall. If it is necessary to step the walls, the horizontal step must be a minimum of three feet in width to provide adequate space for landscaping. A tall retaining wall may be appropriate behind a building if out of public view. [Similar to *County Design Guidelines*, page 77.] (see Figure 40)



7a: Finish Grading



7c: Feathering

FIGURE 40

DESIGN GUIDELINES

7. Landscaping

Private landscaping should work with the local climatic opportunities and constraints rather than against them. Private landscaping should accentuate the less “urban” quality of this district in comparison to the two villages.

- a. **Preferred Materials.** The private landscape should be compatible with the Monterey pine forest habitat and shall be lush, naturalistic, native appearing and highly textured in height and massing.
- b. **Up-Slope Parcels.** On up-slope parcels landscaping should be utilized to screen and reduce the apparent mass of the building.
- c. **Trees.** All new development should incorporate trees behind buildings to help mitigate the building’s mass and to help integrate the parcel into the surrounding natural landscape.

E. Santa Rosa Creek

This section is strictly guidance for parcels that are adjacent to Santa Rosa Creek in the Mid-Village. The conceptual information provided below would need to be fine-tuned for agency jurisdiction and permitting requirements for each of the individual parcels.

This creek, which is a significant open space resource, runs through the small valley between the Cambria hillsides. Mid-Village, which lies on the north side of the creek, has most of its significant parcels on the creek side of Main Street. In order to preserve the creek and enhance its connection and use as public open space, development between Main Street and the creek should consider the creek as a resource and should consider the constraints of building next to a creek, required by the Coastal Zone Land Use Ordinance [Riparian Setbacks, page 7-26 and *PAS*].

New development should provide outdoor public open space fronting the creek, and link this space with an access easement to neighboring properties, where possible to provide a sense of vitality in the area and eyes on the creek. On large parcels, retention basins to hold creek waters at high water times should be integrated into the development when possible. Property owners of parcels that are adjacent to Santa Rosa Creek may be subject to other agency reviews and requirements.

F. Key Parcels

1. Mid-State Bank

The Mid State Bank site, located at the corner of Cambria Drive and Main Street, is by far the largest vacant commercial parcel in Cambria. It is a logical location for new retail and service development.

In order to continue the pedestrian-oriented development character of Cambria's commercial villages, new development on the Mid-State Bank site should be designed to reflect a pedestrian friendly environment by locating the fronts of some buildings near the corner of Main Street and Cambria Drive. The development should include low profile pedestrian scaled buildings and outdoor spaces, such as courtyards and large sidewalks. Further, the new development should provide spaces with seating and pedestrian connections to the adjacent public sidewalks.

In addition to being located at the Cambria Drive Gateway to the community, the Mid-State Bank site is located in the 100 year flood plain of the Santa Rosa Creek. Before any development is approved for this site, a hydrological analysis should be conducted to determine what areas on the site are appropriate for development. This parcel is also designated for a trail in the *Cambria Master Plan*.

2. Vacant Parcels in the Proximity of Cambria Village Square

A large parcel located just west of Cookie Crock Market, an undeveloped parcel just east of Cambria Village Square, and the upper portion of the Cambria Village Square parcel are all zoned for commercial retail and are undeveloped. Any development on these lots should respect the steep topography and should be concentrated on the flatter area above Main Street, with access from Knollwood and Tamson Streets. Development should not be located directly on Main Street if cutting into the slope is necessary to create a building site.

On all of these parcels the slope adjacent to Main Street is generally devoid of trees, and should be re-forested to create tree cover over the undeveloped portions of each site and down to Main Street as described in Section B of this chapter.

7 WEST VILLAGE

This chapter focuses on the West Village. It includes a list of design goals for the Village; a description and illustrative design for streetscape improvements, gateways, open space, circulation and parking; development standards and design guidelines.

A. Goals for the West Village

This Design Plan seeks to fulfill the following goals for the West Village:

- ◆ Enhance the identity of the West Village, its districts and its boundaries.
- ◆ Encourage commercial development to blend with the existing built context.
- ◆ Develop open spaces and a circulation pattern that is connected with the rest of the community's open spaces and enhances the West Village.
- ◆ Improve the Main Street streetscape through plantings, street lighting and other furnishings.
- ◆ Retain, improve and add to parking supply in the West Village.
- ◆ Take into consideration slope, geology and hydrology.

B. Design Districts

For the purposes of this chapter, the West Village has been divided into four design districts as shown in Figure 42. These districts have different physical characteristics, land use patterns and design features. Different design treatments are proposed in each of the three districts. The four districts are:

- ◆ **Gateway District.** This district, at the far northwestern end of Main Street near Kent Street and Highway One, is the entry to Cambria and

the West Village from the north. It is more auto-oriented than the rest of the Village.

- ◆ **Central District.** This district makes up the “heart” of the West Village, running along Main Street between the two legs of the Cornwall Street “U”. This area is characterized by pedestrian-oriented shops facing Main Street, with diagonal parking on the street.
- ◆ **Civic District.** This district makes up the southeastern segment of Main Street, beyond the southeastern leg of Cornwall Street. It includes existing civic uses like the Vet’s Memorial Hall, and the Pinedorado grounds.
- ◆ **Local Serving District.** This district consists of the “back street” area along Cornwall Street, which is typified by local-serving businesses and a few residences.

Figure 41 illustrative Plan--front

illustrative Plan--back

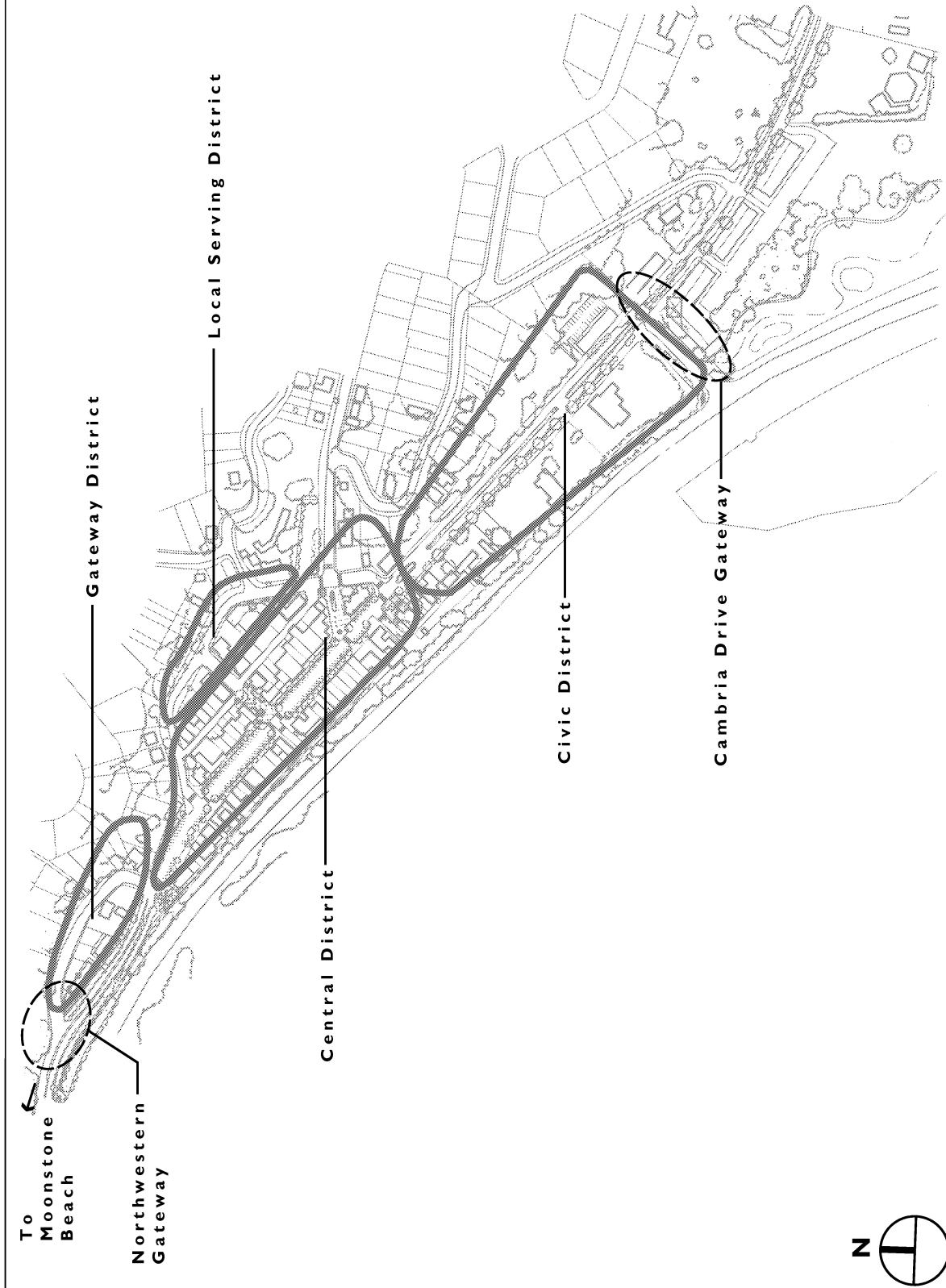


FIGURE 42

**DISTRICTS AND GATEWAYS
OF WEST VILLAGE**
CAMBRIA DESIGN PLAN

C. Gateways

The West Village has two key gateways: the Northwestern Gateway near the intersection of Windsor Boulevard/Main Street/Highway One and the short segment of Cambria Drive between Main Street and Highway One. The locations of these gateways is shown in Figure 42.

1. Northwestern Gateway

The Northwestern Gateway would be defined by a series of design interventions, which are described below and illustrated in Figure 43.

- ◆ A marker that would be repeated at all entries into Cambria would be located near the intersection. As described in Chapter 5, this marker would be designed to evoke the central California coast and act as a physical logo to the community. At this gateway, the marker would be placed at the end of the finger of land between Main Street and Highway One at Windsor Boulevard.
- ◆ New street trees planted on both sides of Main Street would provide a vertical frame to this entry.
- ◆ New trees and shrubs would be planted in the Highway One right-of-way to buffer the ambience of the West Village from the traffic on the highway.
- ◆ A new building with a small plaza would be constructed on the triangular parcel on the south side of Main Street. The plaza would provide the adjacent commercial space with open space for such uses as café seating.
- ◆ Expanded open spaces extending into the street would be installed in front of the Main Street Grill and in front of the Juice Bar. These expanded open spaces and the plaza mentioned above would create a neckdown on Main Street, slowing traffic as it leaves Highway One and enters the pedestrian area of the West Village.

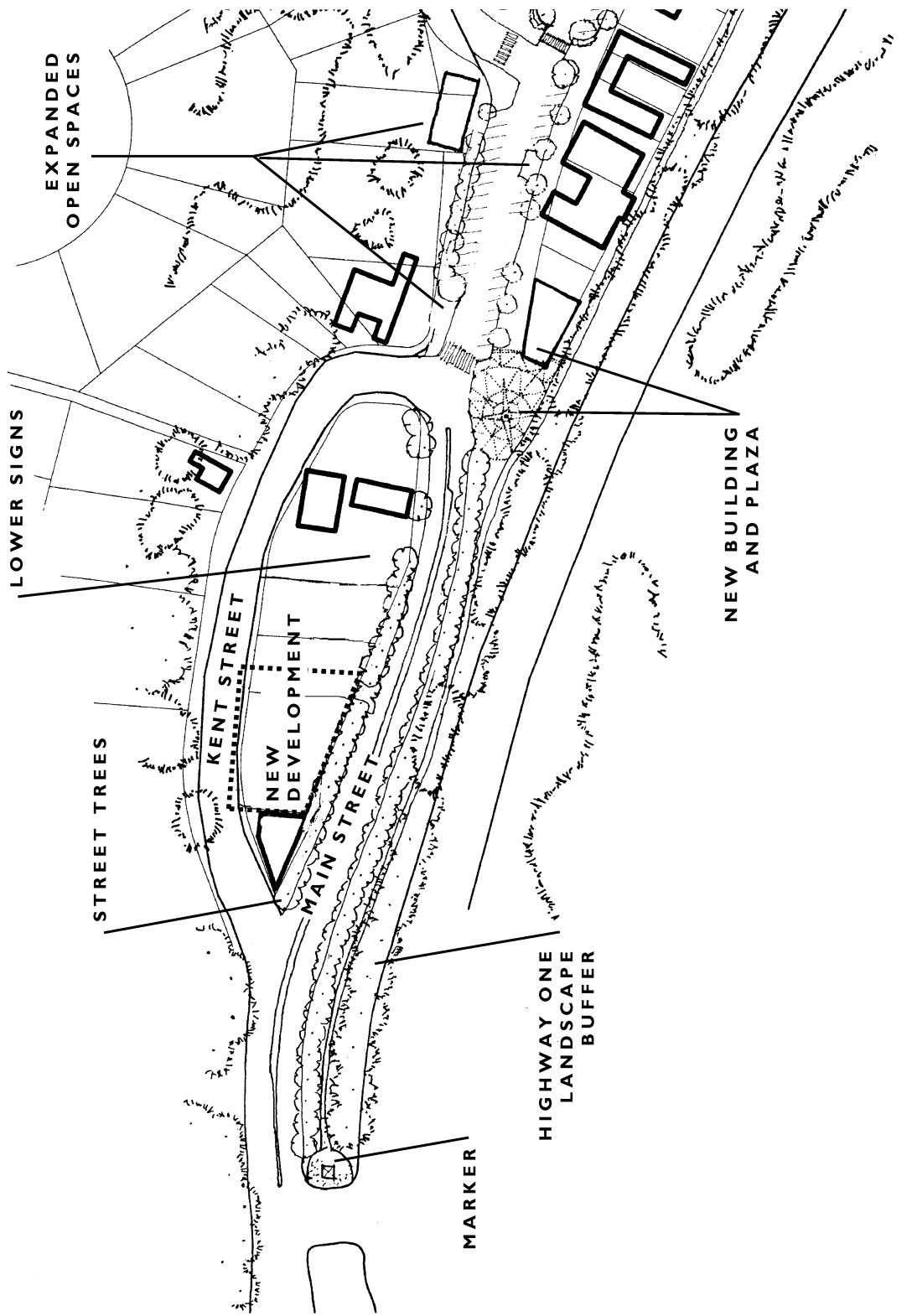


FIGURE 43

NORHTWESTERN GATEWAY

CAMBRIA DESIGN PLAN

- ◆ If possible, efforts should be made to work with the owners of the existing Exxon station to lower the existing sign in this gateway area. Although the height of the sign was required to be reduced by a coastal development permit for a car wash in 1999, more subdued signage would be more in keeping with the visual image that this Plan seeks to create for Cambria. Although the height of the sign was required to be reduced by a coastal development permit for a car wash in 1999, the County may be able to work with Exxon as part of the permitting process for any proposed expansion or change at the service station facility.

2. Cambria Drive Gateway

Just as with the Northwestern Gateway, the Cambria Drive Gateway would not consist of a single object; instead, it would include a choreographed series of “events” as depicted in Figure 44 and described below.

- ◆ The Cambria Drive gateway would be emphasized as the main gateway into the West Village for motorists arriving from the north on Highway One through a community identification sign north of Cambria on Highway One. This sign would be similar to the community identification sign described for the southern end of Cambria in the East Village Chapter.
- ◆ Two markers similar to the marker at the Northwest Gateway would be installed at the corner of Cambria Drive and Highway One.
- ◆ Behind the markers and along Cambria Drive would be newly planted trees on the Vet’s Hall property and a building and trees on the Mid-State Bank site. These trees and the building would provide a sense of enclosure to the roadway and frame the intersection with Main Street.
- ◆ A statue or plaza could be constructed on the northern side of the Cambria Drive/Main Street intersection.
- ◆ As illustrated in the inset graphic, a roundabout instead of a T-intersection with a traffic signal may denote the entry into Cambria.

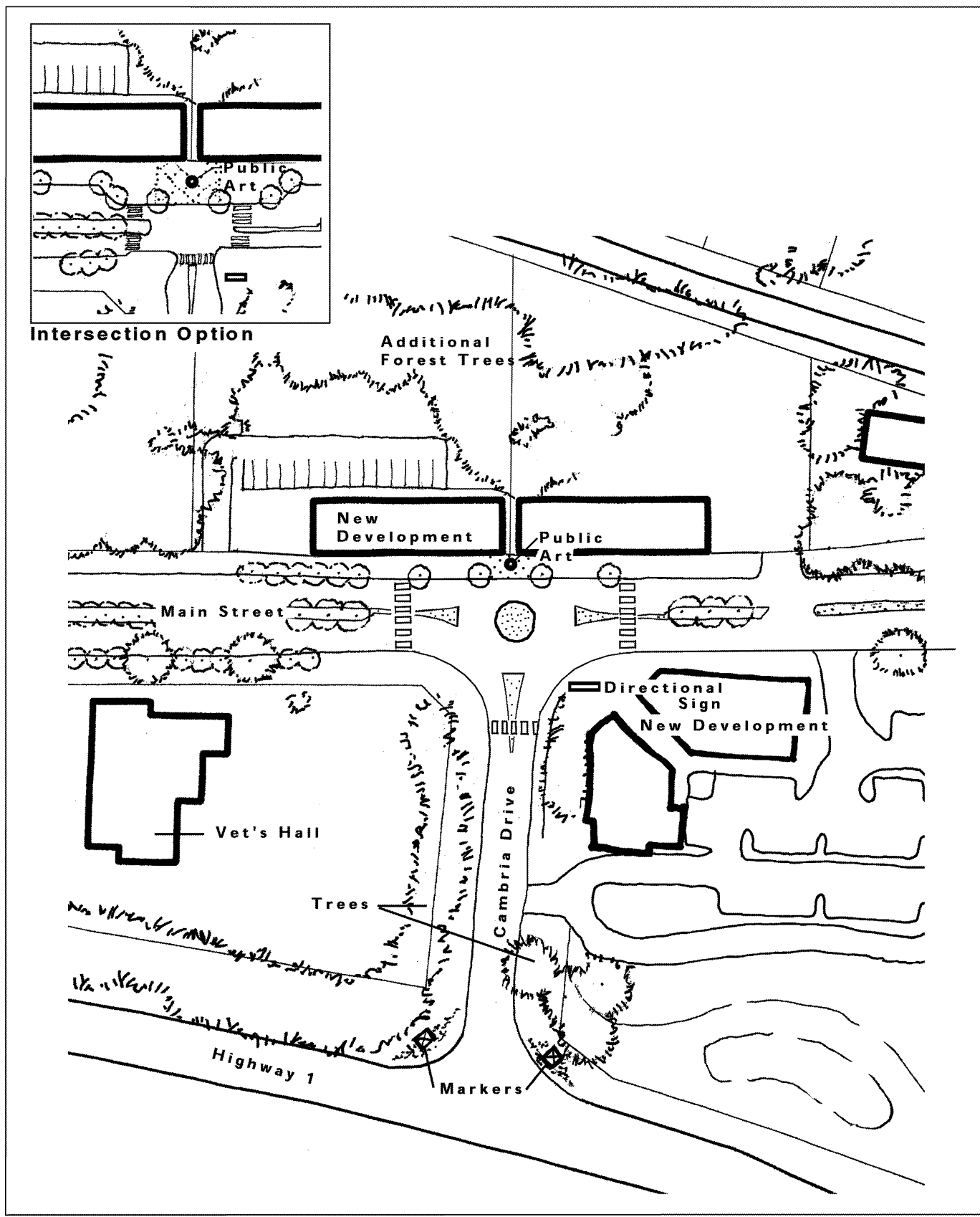


FIGURE 44

CAMBRIA DRIVE GATEWAY

CAMBRIA DESIGN PLAN

- ◆ Additional Monterey pines and Monterey pine understory would be planted on the hill slope beyond the intersection of Cambria Drive and Main Street.
- ◆ A crafted direction sign at the intersection of Cambria Drive and Main Street would identify the West and East Villages and other important destinations within the community.

D. Main Street Streetscape

Currently, the streetscape along Main Street in the West Village consists of two traffic lanes, diagonal parking and narrow and inconsistent sidewalk widths. Cross walks, street trees and public pedestrian street furnishings do not exist on Main Street.

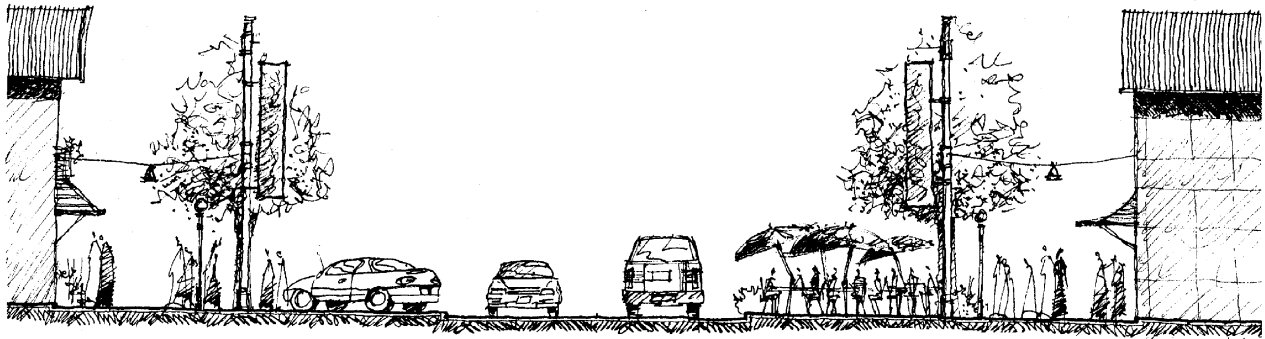
The streetscape improvements proposed in this Plan would work within the existing right-of-way of Main Street. The improvements would consist of different elements in each of the three districts, with the most emphasis on the Central District, as described below:

1. Gateway District

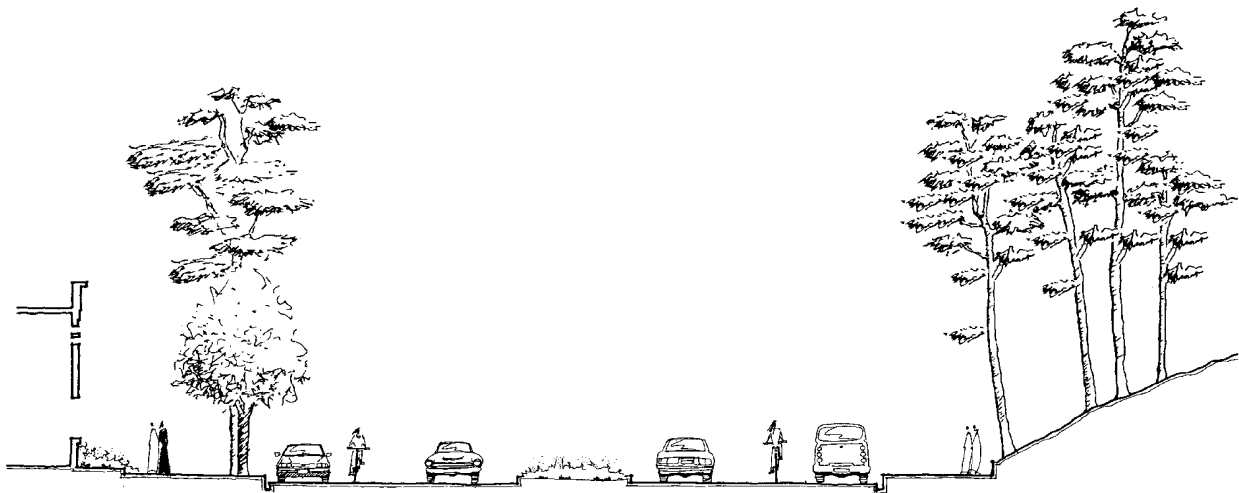
In the Gateway District, street trees would line the two-lane road as it curves into the Central District. Decomposed granite would be placed at the base of the trees creating a pedestrian pathway along Main Street in this district. Bulbouts in front of Main Street Grill and near the juice bar would be installed to narrow the width of the roadway as a means to slow traffic before entering the pedestrian oriented section of the West Village.

2. Central District

In the Central District, streetscape improvements would include cross walks with bulbouts, wider sidewalks, new street furniture, street trees and a flexible parking zone, as illustrated in Figure 45a. Individual elements of this streetscape design are described below:



a: Section of Main Street at Arlington



b: Section of Main Street at Veteran's Memorial Hall

FIGURE 45

**MAIN STREET STREETSCAPE
IN THE WEST VILLAGE**

CAMBRIA DESIGN PLAN

a. Street Trees

Street trees should be planted in the Central District of the West Village, with the choice of tree based on regional climate, microclimates created by the trees, water requirements, signage visibility and canopy heights, the openness of the tree, and aesthetic and ecological compatibility with the Monterey Pine that is prevalent in Cambria. Trees for this area would be specified in a streetscape design plan discussed in the Chapter 9.

b. Sidewalk Widening

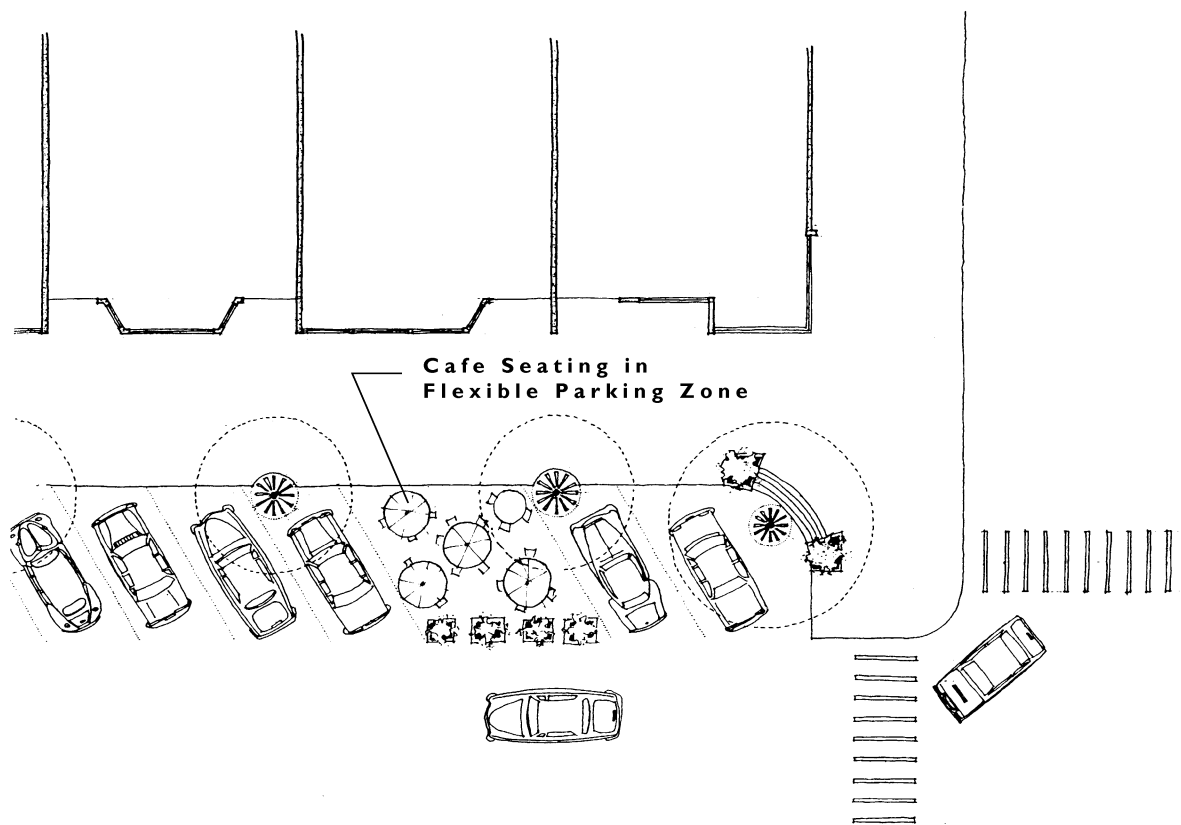
The existing sidewalks on Main Street in the Central District are very narrow, particularly on the south side of the street. Sidewalks on both sides of the street should be widened, to create a total width of 11 feet of sidewalk on each side of the street. This can be done by narrowing the width of the road, without any loss of diagonal parking. The travel lanes on Main Street would become narrower, which would slow traffic incrementally, but which would not cause any other problems.

c. Bulbouts

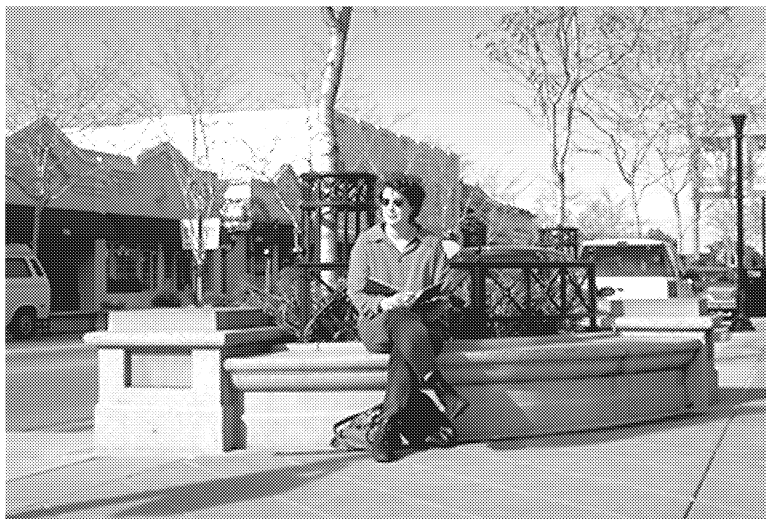
“Bulbouts” extending from the sidewalk into the diagonal parking area should be installed at intersections along Main Street in the Central District as illustrated in Figure 46a. Such bulbouts would help to narrow the apparent width of the street, allowing for an easier pedestrian crossing, and adding visual relief to the long, straight alignment of Main Street. Bulbouts could accommodate outdoor café seating and trees to add visual interest to the street right-of-way. An illustration is included in Figure 46.

d. Flexible Parking Zone

The diagonal parking area in the Central District along Main Street could be repaved as a “flexible zone” that is appropriate for both parking and other uses as shown in Figure 46a. Such a flexible transition zone would be three inches higher than the roadway, but still lower than the sidewalk. It would allow for flexible use as either diagonal parking or as outdoor space for restaurants or cafes during the warmer seasons.



a: Typical Bulb Out and Flexible Parking Zone



b: Example of Seating at Bulb Out

FIGURE 46

**TYPICAL BULBOUTS
AND FLEXIBLE ZONES**

CAMBRIA DESIGN PLAN

e. Light Fixtures

New pedestrian-scaled lighting fixtures should be installed to add to the existing character of the West Village.

f. Trash Receptacles

Trash receptacles would be provided in the Central District. The receptacles would be located within the existing right-of-way of Main Street. The exact specifications for the receptacles would be determined with the other streetscape elements after funding is secured.

g. Seating

There should be a variety of places for people to sit in the Central District, and two specific types of seating on the sidewalk along Main Street are appropriate:

- ◆ The first type of seating is a built-in bench which would be installed as part of the bulbouts and in portions of the open spaces, as illustrated in Figure 46b.
- ◆ The second type of seating would be a bench that can be placed where pedestrians' needs dictate additional locations for seating. Potential bench locations would be in or adjacent to the proposed open spaces and on the sidewalk in the mid-block areas of the four central block fronts on Main Street. These benches could be designed through a competition for local artists and architects.

h. Plantings

Freestanding planters would be installed on the sidewalk in front of the individual shops along Main Street in the West Village. These planters, which would be maintained by local merchants, would add flowers and color to the streetscape.

The existing planting areas in front of buildings along Main Street should be retained and should be maintained to match the level of maintenance in the public right-of-way.

i. Utility Under grounding

Existing overhead wires along Main Street in the West Village should be installed in underground chases. This would greatly reduce visual clutter in the

West Village and add to the area's character. Implementation of this concept is discussed further in the Chapter 9.

3. Civic District

In the Civic District, the character and layout of the street would be much different than in the Central District, because of the adjacent steep hillside, the 100-foot right-of-way, and the less intensive uses. As illustrated in Figure 45b, the hillside lines the northern portion of the street, creating a one-sided strip. In this district, Monterey pines and Monterey pine understory would be planted on the hillside, creating vertical definition to the street and bringing this landmark feature of the community closer to the main thoroughfare. The remainder of the streetscape in the Civic District would respond to this gesture, with pine understory trees and plants in a center median and on the southern side of Main Street. A pathway of decomposed granite would be located on the south side of the trees on the south side of Main Street.

E. Open Spaces

Public gathering places are some of the most important features that help to create a thriving downtown. They create a focal point for orientation, a physical place where activities can take place, and a visual identity for a downtown.

In the West Village, potential gathering spaces already exist; they just need to be further defined. These spaces include the stub of Arlington Street between Main Street and the northern alley, the portion of Sheffield Street between Main Street and Cornwall Street, and the area directly in front of and next to the Pewter Plough Playhouse.

1. Arlington Courtyard

This area of Arlington Street between Main Street and the alleyway can become a defined physical center for the West Village and its tourist-oriented activities. As illustrated in Figure 47, an open space in this area would face southeast, giving it ideal solar exposure and shelter from the wind by the adjacent buildings. The new Arlington Courtyard would provide an area for public festivities, outdoor café seating, and a public transit stop. In addition, this space would connect the currently vacant Victorian structure on Arlington Street with the rest of the pedestrian-oriented West Village, and thus make the

Victorian building more viable. Due to existing vehicular access and driveways within this area, this open space may need to include vehicular access for the properties at the corner of Arlington Street and Main Street.

2. Sheffield Commons

As depicted in Figure 48, the portion of Sheffield Street between Main and Cornwall Streets is a redundant roadway that could provide the West Village with a passive public gathering space at the edge of the community. This space would also act as a connector between Main Street and the existing public parking lot further north, thereby encouraging more people to use the underutilized public parking lot. As with the Arlington Courtyard, the orientation of Sheffield Commons would minimize wind and maximize afternoon sun. The Commons would be a place of respite during a busy day of shopping and an information center for tourists as they come into town from the public parking lot. It would also provide an area for outdoor seating.

3. Pewter Plough Playhouse Courtyard

A third public open space would be connected to the Pewter Plough Playhouse, which is already an important cultural facility in the West Village. As illustrated in Figure 49, this open space would expand the Theater's existing courtyard space onto the remainder of the parcel and onto a widened sidewalk on Main Street. The paving in the courtyard would be carried beyond the parcel line and onto the sidewalks to visually connect the spaces, while a large gate would open up the existing courtyard for special events.

At the terminus of Sheffield Street, a landscaped space would be provide a more passive space away from the main courtyard and would provide a visual terminus at the end of the Sheffield stub.

Arlington
Courtyard

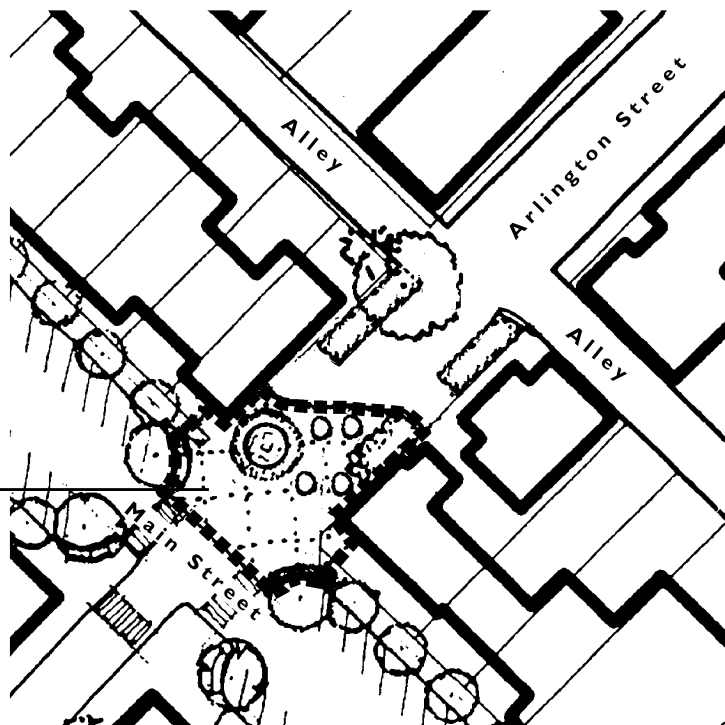


FIGURE 47

ARLINGTON COURTYARD

CAMBRIA DESIGN PLAN

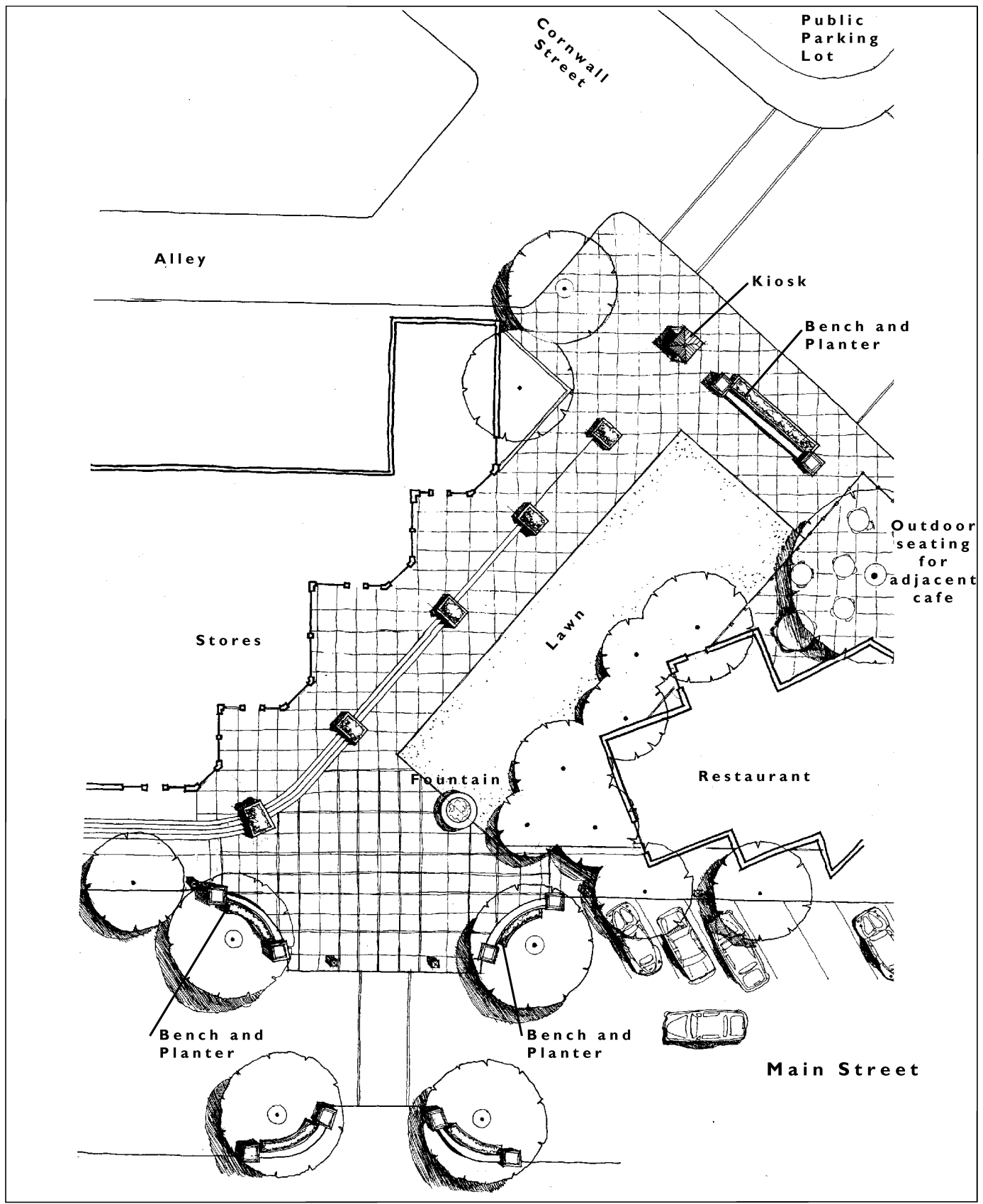


FIGURE 48

SHEFFIELD COMMONS

CAMBRIA DESIGN PLAN

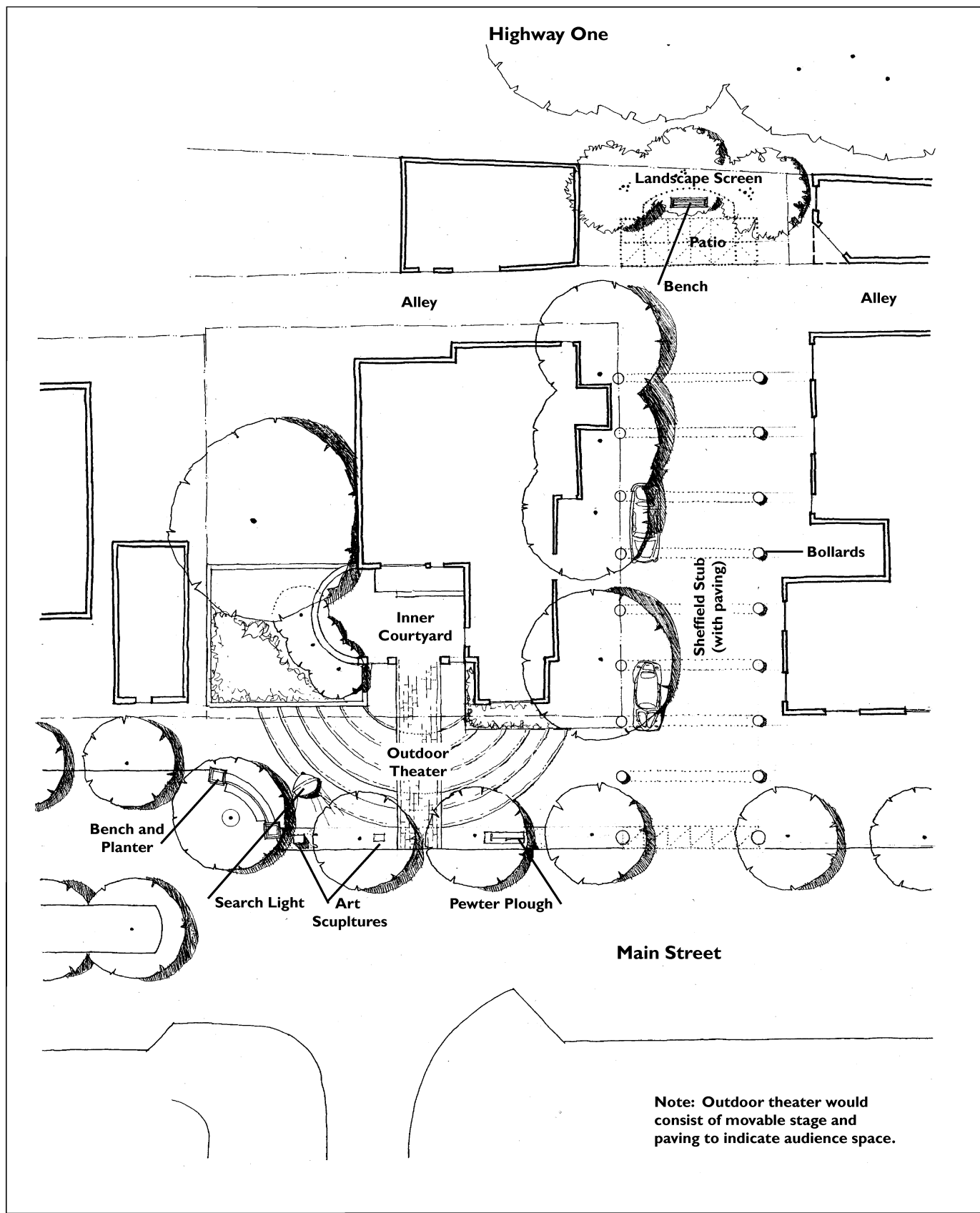


FIGURE 49

PEWTER PLOUGH PLAYHOUSE COURTYARD

F. Circulation

Vehicular circulation in the West Village would be largely unchanged under this Design Plan, with most traffic continuing to use Main Street. Side streets like Cornwall, Arlington, Kent, and Sheffield Streets would also carry some local traffic, with some changes to Arlington and Sheffield Streets to create additional open space as noted in the preceding section. Arlington Street would be closed to most traffic between the alley and Main Street for the public open space. This would transfer some additional traffic to Cornwall Street and the alleys, so these streets should be improved to accommodate the additional traffic.

Pedestrian and bicycle circulation would be improved through implementation of the *County Bike Plan* and *County Trails Plan*. As shown in Figure 50, these plans call for bicycle facilities on Main Street and Cornwall Street in the West Village, as well as construction of the multi-use Cross Town Trail along Santa Rosa Creek.

G. Parking

According to a count conducted by the consultant, there are currently 174 off-street parking spaces and 170 official on-street parking spaces within the Central, Gateway and Local-Serving Districts of the West Village. Under this Design Plan, the total parking supply would increase from 344 to 396 spaces, for a gain of 52 spaces. Table 4 illustrates the additions and subtractions to on-street parking proposed by this Plan in all of the areas of the West Village except for the Civic District. The table only lists parking facilities where changes would occur, thus the table does not list off-street parking changes because no changes are proposed to off-street parking.

The two major types of parking in the West Village are on-street parking, especially on Main Street, and the public parking lot at Cornwall and Sheffield Streets. Both of these parking resources can be expanded and better exploited. In addition, parking outside of the village could be provided, with trolley stops at the parking locations.

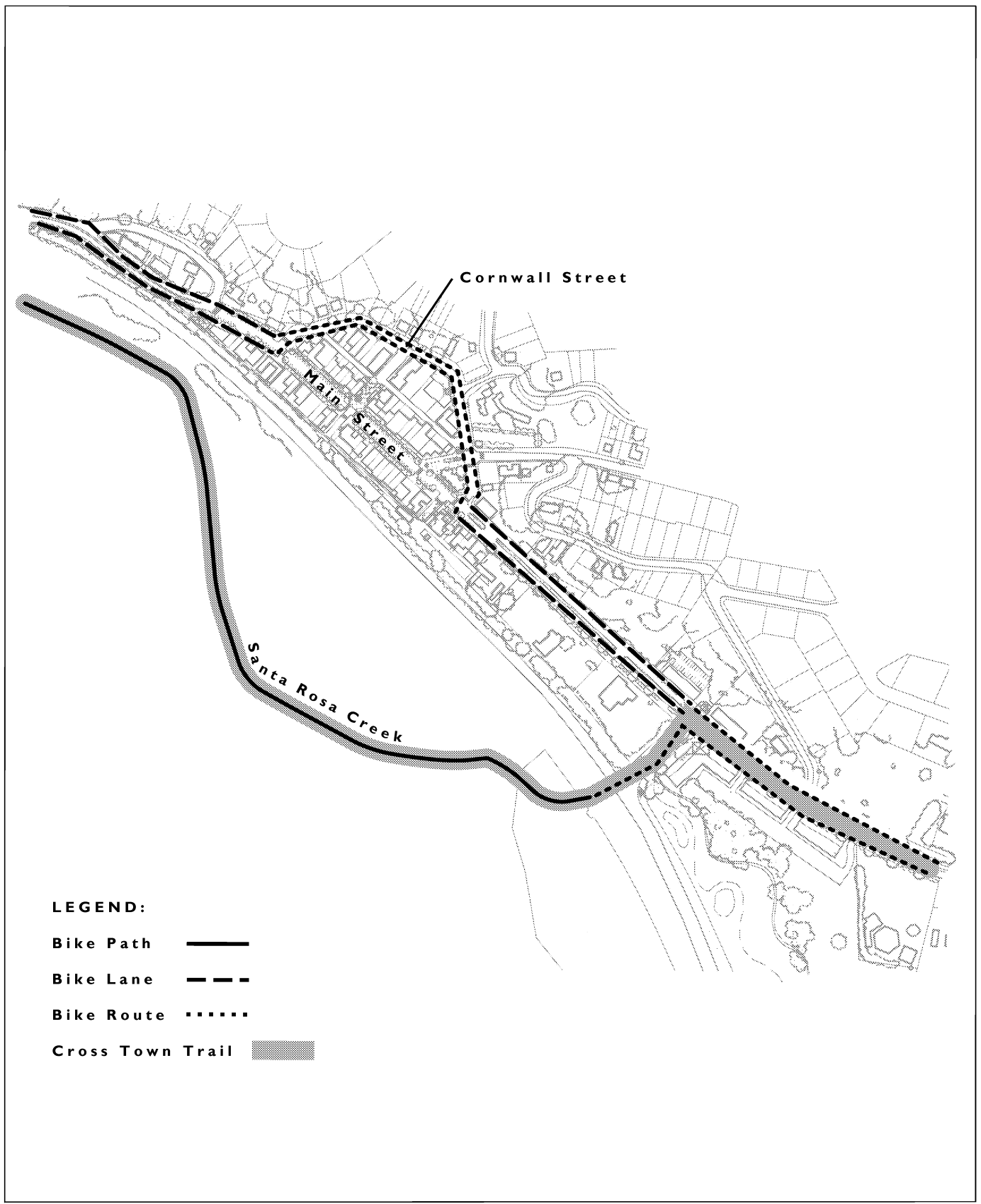


FIGURE 50

BICYCLE AND PEDESTRIAN CIRCULATION

1. On-Street Parking

Currently, the only significant on-street parking in the West Village is on Main Street. This parking can be expanded, and could also be augmented with parking on Kent Street. A portion of on-street parking on Arlington and Sheffield Streets would be lost due to the proposed public open spaces of Arlington Courtyard and Sheffield Commons which are described in section E. Open Spaces.

Conflicts and problems created by buses and recreational vehicles using on-street parking spaces needs to be resolved. This would be accomplished in this Plan by providing places where these vehicles could park, by providing signs that encourage use of these off-street parking facilities, and by extending the satellite trolley shuttle between these new parking areas and the West Village.

a. Main Street

There are currently 109 on-street parking spaces on Main Street between Kent Street and the eastern leg of Cornwall Street. The diagonal parking on this portion of Main Street can be retained and augmented, for a total of 145 spaces. Additional parking can be gained in places such as the frontage along abandoned curb cuts, next to unnecessarily large driveway cuts, and by changing some parallel parking to diagonal parking near the northeast gateway. A portion of the 145 spaces could be used as a flexible transition zone, as discussed in the streetscape section.

b. Parking on Kent Street

Currently, Kent Street is not formally demarcated with parking spaces. Although the right-of-way is narrow and the space between the hillside and parcels on Main Street is tight, the County should look at the possibility of creating a one way loop and providing diagonal or perpendicular parking on this street.

2. Public Parking Lots

Currently, there is one public parking lot in the West Village. This 48-space public parking lot at the corner of Cornwall and Sheffield Streets is currently underutilized. Located off of Main Street and without proper signage and pedestrian access, this lot is currently hidden from tourists, who are its most likely users.

This lot should be signed more prominently particularly at Cornwall and Main Streets, and should have a formal pedestrian connection to Main Street, as illustrated in Figure 47b. These changes should help to increase utilization of this lot.

TABLE 4 WEST VILLAGE PARKING CHANGES¹⁶

Location	Existing	Proposed	Gain(+) or Loss(-)
Main Street (Central District)	109	145	+36
Kent Street	19	53	+34
Arlington Street (Main - Cornwall)	18	12	-6
Sheffield Street (Main - Cornwall)	12	0	-12
Total On-Street Changes	158	210	+52

¹⁶ This table only includes locations where parking is proposed to be added, reduced or redesigned. It does not show all parking in the West Village.

H. Development Standards

This section includes development standards that are requirements in the West Village. While the subsequent section includes design guidelines that are intended to be advisory only, the standards in this section are so important to the continued success of the West Village that compliance with them is mandatory for all new development.

1. Front Setbacks

All new development and/or remodeling in the Central District shall be built to the sidewalk edge or up to 5 feet behind the sidewalk if the area between the building and sidewalk is landscaped. On the south side of Main Street, this generally means that buildings will be built to the property line. On the north side of the street, buildings will generally have to be setback about three feet from the property line, and this setback will be paved as sidewalk.

2. Side Setbacks

All new development in the Central District shall be built to the property line with zero foot side setbacks. Exceptions may be made for a single driveway on an individual parcel in the northwest block face of Main Street (602 - 750 Main Street) in the Central District. (see Figure 51)

3. Height Limitation

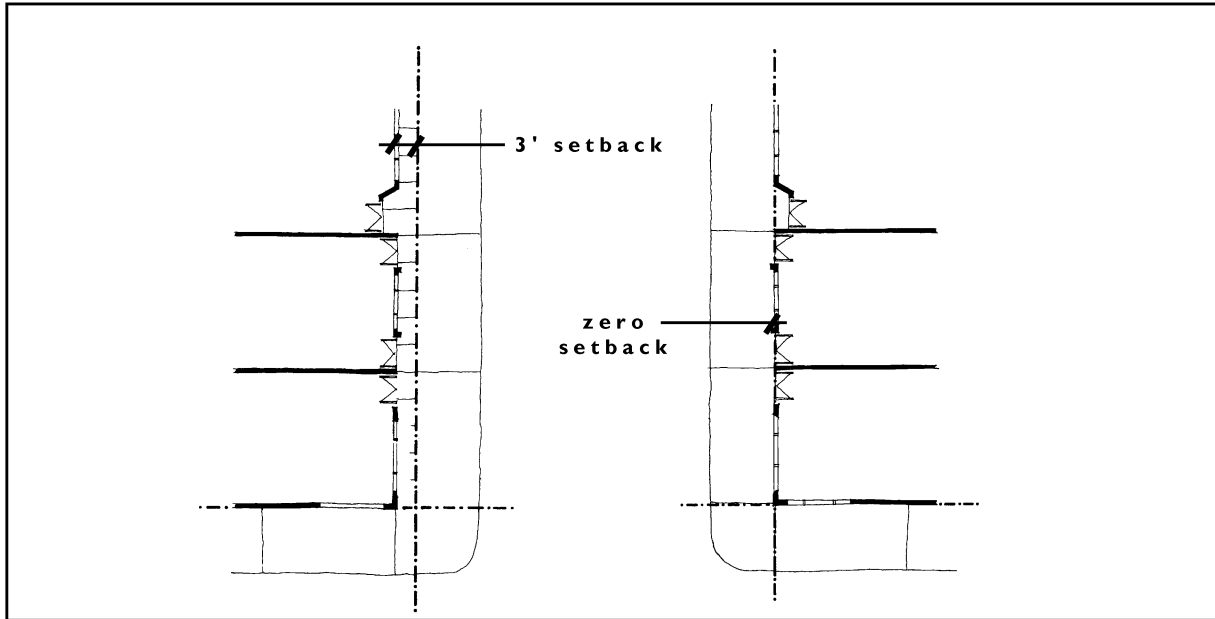
The height of all commercial buildings shall be a maximum of 35 feet as stated in Coastal Zone Land Use Ordinance.

4. Fire Walls

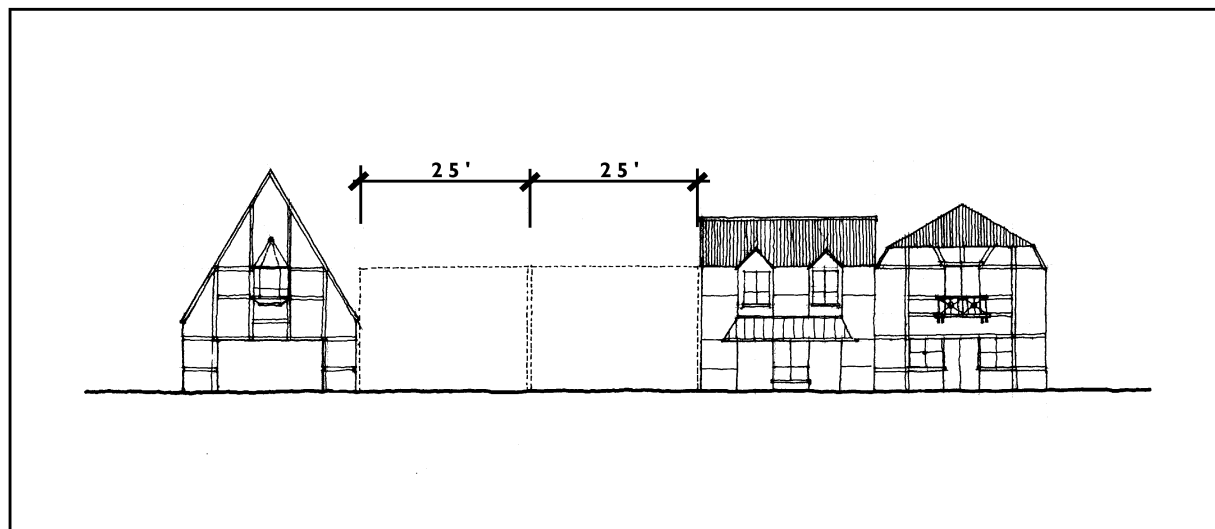
All new development and/or remodeling shall be designed in a manner that eliminates the need for fire walls above roofs, as currently exists on Main Street. In order to achieve this, interior fire walls with a “lay-down parapet” should be utilized to avoid the external parapet wall in compliance with Uniform Building Code section 709.4.1 exception number 5.

5. Building Facades

New development and/or remodeling in the Central District shall be articulated to include bays that match the typical 25-foot bays already found along Main Street. Building bays are recessed sections of the facade that occur between structural and/or ornamental building columns. (see Figure 51)



2: Side Setbacks



5: Building Facades

FIGURE 51

DEVELOPMENT STANDARDS

6. Uses

In the Central District ground floor frontages shall be retail or visitor-serving uses only. These uses create a sense of activity that is crucial for pedestrian-oriented areas. Upper floor uses may be residences, lodging, offices or shops.

7. Curb Cuts

No curb cuts shall be allowed on Main Street in the Central District, except on the northwest block face (602 - 750 Main Street), where no more than one curb cut shall be allowed for each parcel. Where possible, sites should share vehicle access with their neighbors as a means to minimize the number of curb cuts on Main Street. Driveways shall be no more than 10 feet wide. Lots that have auto access via side streets and/or alleys shall have no curb cuts on Main Street. (see Figure 52)

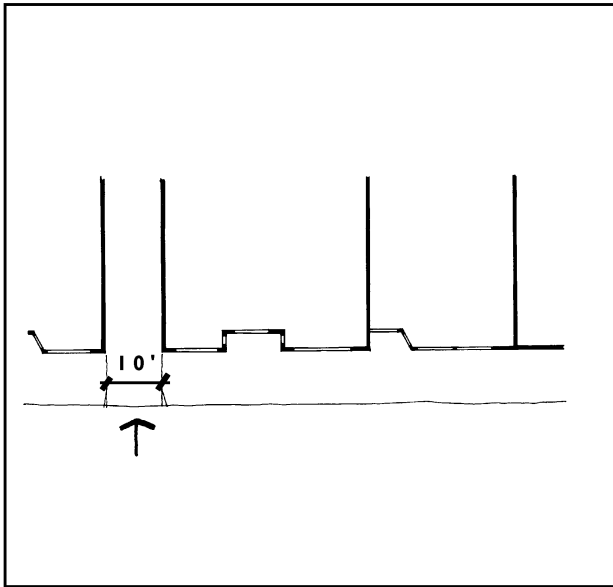
8. Highway One Frontage

Development on any site in the West Village that has a rear property line along or can be viewed from Highway One shall store trash, recyclables and other materials in a visually concealed area attached to the back of the building, with similar materials and colors as the building, in order to create a neater and cleaner look to the West Village from Highway One. (This area could be an alcove in the building or an area surrounded by a fence or hedge.) All outdoor storage is required by the Coastal Zone Land Use Ordinance to be screened on all sides by a solid wall or fencing. (see Figure 52)

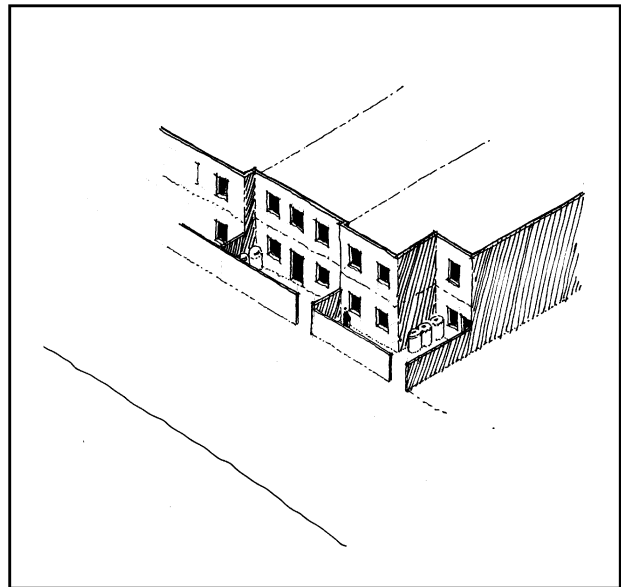
9. Signs

Signage shall be limited to reduce the potential for visual clutter and distraction. On-site signs are allowed according to applicable county policies, with the following allowances or limitations. Other policies in the *CZLUO*, Area Plan and Coastal Plan remain applicable and in effect.

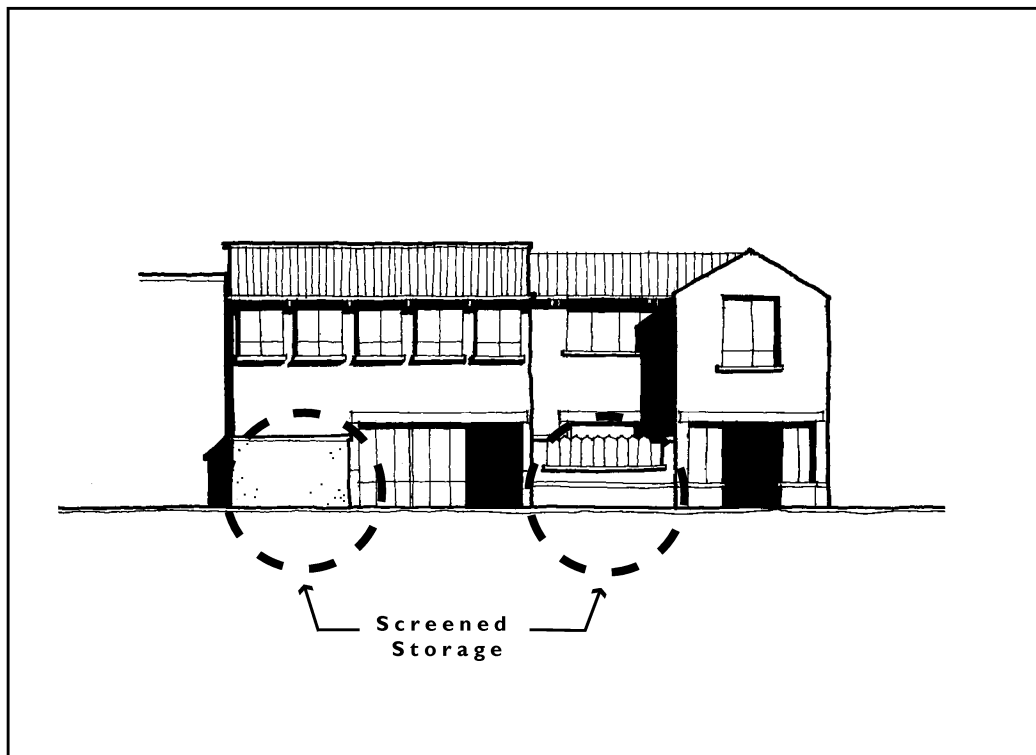
- a. Wall signs are limited to a maximum of 30 square feet for each business or tenant. Such signs shall be painted directly onto the building or be composed of individually applied letters. (*CZLUO* limits signage to 15% of the wall area or up to 80 square feet.) (see Figure 53)
- b. Suspended signs may be utilized if no projecting signs are utilized. (*CZLUO* allows both a suspended and projecting sign.) (see Figure 53)
- c. Monument signs are limited to 32 square feet, and shall not exceed 4 ½ feet in height, including the base below the sign, and 8 feet in width outside of setback areas. Such signs shall be solid at the base in order to give them a substantial appearance, and the signs shall match the architecture of the



7: Curb Cuts



8: Highway One Frontage



8: Highway One Frontage

FIGURE 52

DEVELOPMENT STANDARDS

building itself. (*CZLUO* allows up to 60 square feet and a height of 3 feet within the setback areas.) (see Figure 53)

- d.** Projecting signs may be utilized if no suspended signs are utilized. (*CZLUO* allows both a suspended and projecting sign.) (see Figure 53)
- e.** Marquee signs are limited to 30 square feet. (*CZLUO* allows up to 40 square feet.) (see Figure 53)
- f.** Directional Signs which are signs that identify the direction of generic kinds of uses, such as “restaurants, lodging, bank”, are also subject to land use permit requirements. These signs are limited to a height of five feet and an area of 10 square feet. Such signs may be pole-mounted or monument design.
- g.** Window signs, as defined by the *CZLUO*, are exempt from the sign requirements of the *CZLUO* if the total area of such signs does not exceed 15% of the total window area, and no more than one lighted sign per window pane.
- h.** Signs may only be externally illuminated. No neon signs are allowed.

9. Drive-up Windows

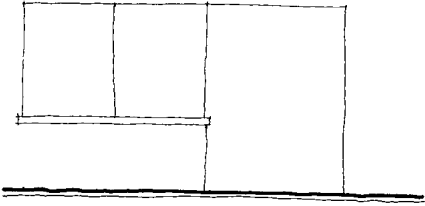
No new drive-up windows such as those used for banks and fast food places are allowed. Any existing ones may be reconfigured or relocated but not expanded.

10. Landscaping

All landscaping and construction practices shall work to maintain and regenerate the Monterey pine forest and the Santa Rosa Creek riparian corridor. To this end, the following regulation shall be followed:

- a.** Plant materials used to mimic or enhance naturally occurring vegetation should be propagated from native stock taken from an area within a 50-mile radius of Cambria to ensure that the gene pool is not diluted for endemic species. This is particularly true for Monterey pines and riparian plantings.

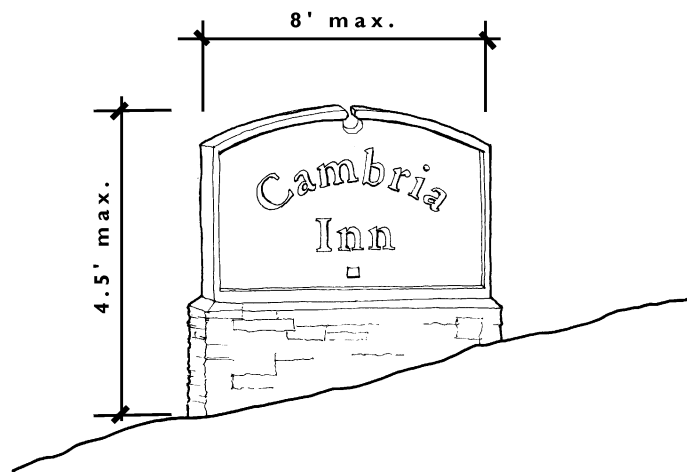
* F L O W E R S * * * *



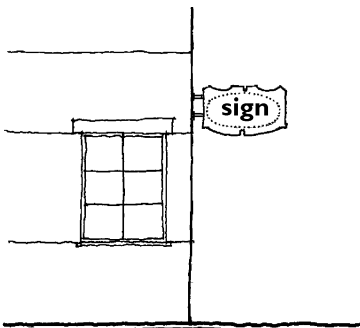
9a: Wall Signs



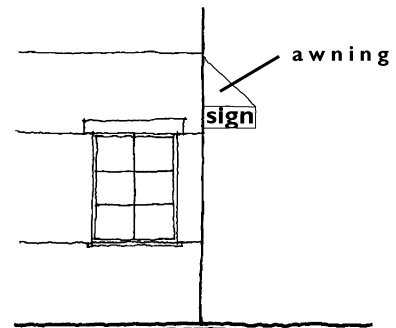
9b: Suspended Signs



9c: Monument Signs



9d: Project Signs



9e: Marquee Signs

FIGURE 53

DEVELOPMENT STANDARDS

I. Design Guidelines

This section contains design guidelines that provide flexible policy direction for new developments in the West Village. In other words, alternative design features that are determined to be “equal to or better” may be approved as well. Although compliance with these guidelines is not strictly mandatory, this section is intended to give property owners, developers and architects a clear sense of the design that the community hopes to achieve.

1. Context

In order to harmonize with the surrounding area, new development should reflect the style, features, building lines, massing, roof shapes and other building elements of the existing vernacular architecture in the West Village. (see Figure 54)

2. Pedestrian-Oriented Detailing

Ground floor facades should include pedestrian scaled detailing including vertical windows and sill, ornamental decorations, wall lamps, and door overhangs or recessed entries. (see Figure 54)

3. Roof Colors

Roofs should be colored in soft tones and be non-reflective.

4. Roof Style

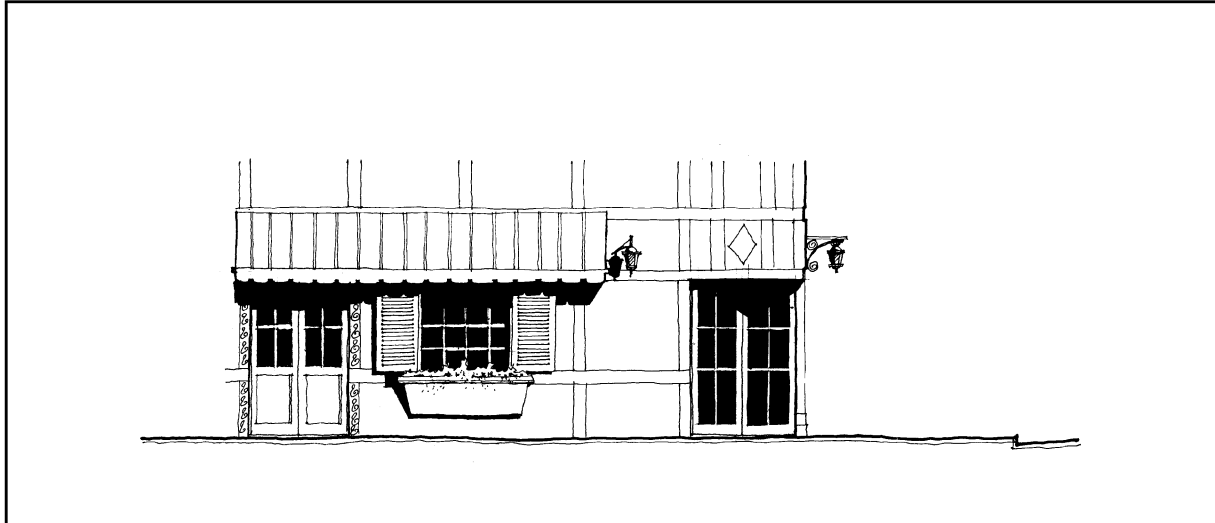
Roofs should be designed with exposed and sloped roofs rather than with parapets.

5. Window Patterns

- a. Ground floors of buildings along Main Street should include large amounts of glass and other openings to promote visual permeability.
- b. Upper floors should have smaller window openings punched into solid walls.
- c. Bay windows and dormers are encouraged on the upper floors.
- d. Individual window panes, in mullioned windows, should be no larger than 1 foot horizontally and 2 feet vertically.
- e. Windows should have clear glass.
- f. Window frames should have the appearance of painted wood.
- g. Wooden and louvered shutters are encouraged to accent windows above the ground floor.



1: Context - Harmonious Development



2: Pedestrian-Oriented Detailing

FIGURE 54

DEVELOPMENT STANDARDS

6. Doors

- a. Building entries should occur within each building bay.
- b. Openings for doors should not be more than 6 feet horizontally by 8 feet vertically.
- c. Doors fronting onto Main Street should be made of wood, and may also feature glass panes.
- d. Building entries should be accentuated by moldings, lighting, overhangs or recessed alcoves.

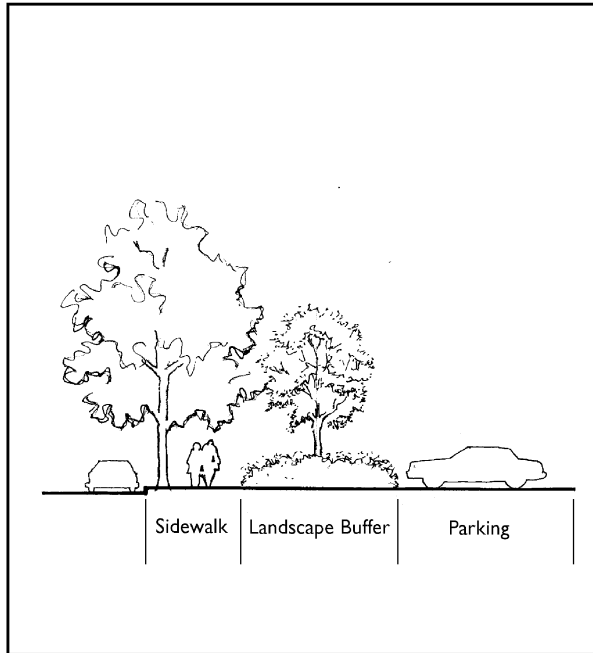
7. Parking

In the Gateway, Local Serving and Civic Districts, parking lots should be designed with respect to the pedestrian, the surrounding built environment and the natural environment as well as the car.

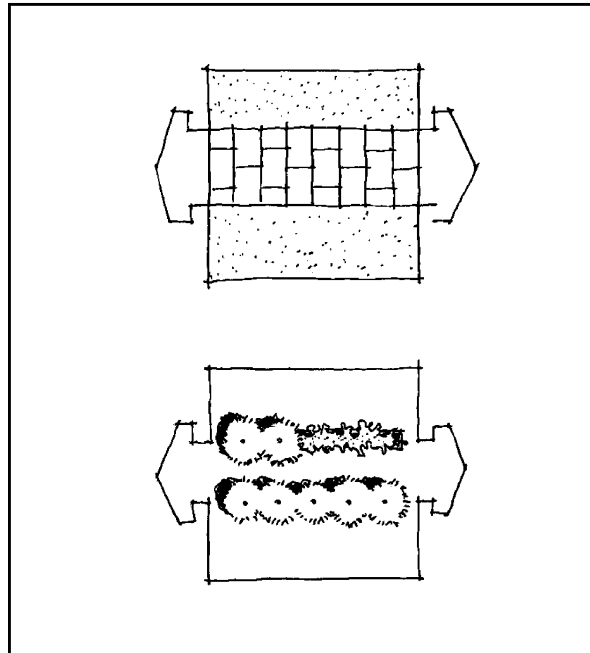
- a. **Visible components.** Driveways should be the only paved portion of a parking area visible from Main Street.
- b. **Main Street Buffer.** In some instances parking may occur on Main Street. Where it does occur, a landscape buffer of at least 8 feet should be provided to minimize views of parked cars from the street. (see Figure 55)
- c. **Paving.** The paved area of any parking should be no more than necessary to efficiently accommodate the required number of parking spaces and walking.
- d. **Permeable Surfaces.** Parking surfaces should be permeable wherever possible. Permeable surfaces and on-site drainage will reduce the need for storm drainage infrastructure and allow storm water purification through the soil, reducing pollution of ground water. (see Figure 55)
- e. **Pedestrian Pathways.** Clearly delineated pedestrian pathways should be provided within large parking lots. (see Figure 55)

8. Existing Fire walls

The visual distraction created by existing fire walls between buildings should be mitigated with elements that help blend the wall in with the architectural detailing of the West Village. Suggestions include vines and murals depicting architectural elements such as timbers and windows. Half-timbers can be used on the exterior, but non-combustible material must be used on the inside wall. Murals depicting landscapes, streetscapes or other scenes are discouraged, since they would draw attention to the fire walls.

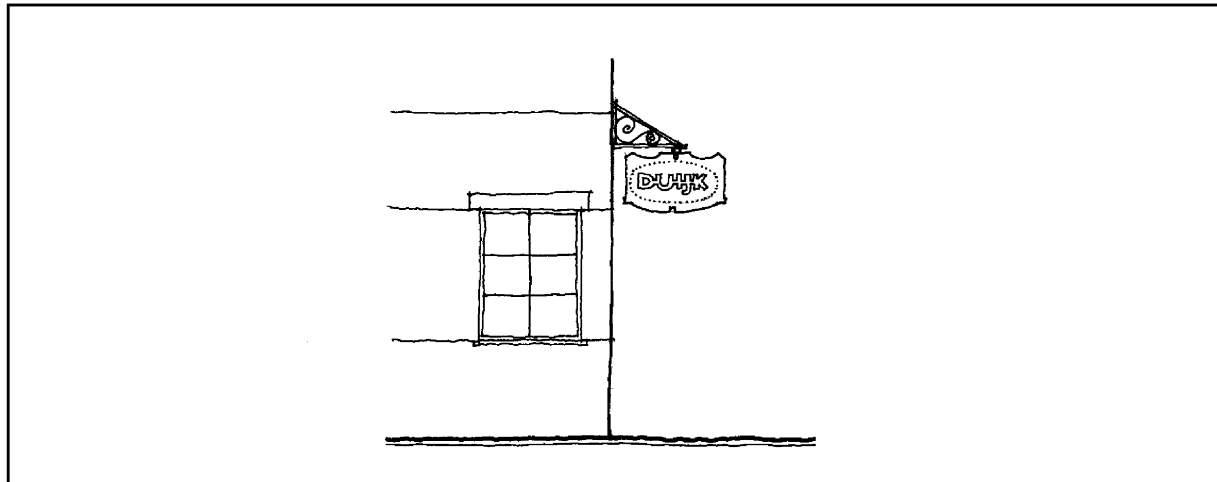


7b: Main Street Buffer



**7d: Parking Lots-
Paving and Permeable Surfaces**

**7e: Parking Lots-
Pedestrian Pathways**



10: Suspended Signs

FIGURE 55

DEVELOPMENT STANDARDS

9. Landscaping

Private landscaping in the West Village should compliment Cambria's Monterey Pines, and should be drought tolerant due to the community's limited access to water. Landscaping on private property in the Central District along Main Street should include flower boxes in the upper story windows and gardens, small movable planters or large pots with flowers, small shrubs or vines in front of individual stores.

When in-ground planters and trees are installed on private property, they should not block the views of the surrounding pine forest. Trees should not exceed their adjacent building height and should be columnar in shape. In addition trees should not create excessive shade or create a lot of condensation due to the cool coastal climate of the West Village.

10. Suspended Signs

In addition to the signs allowed in the Gateway and Civic Districts, suspended signs should be made of a metal or wood material. (see Figure 55)

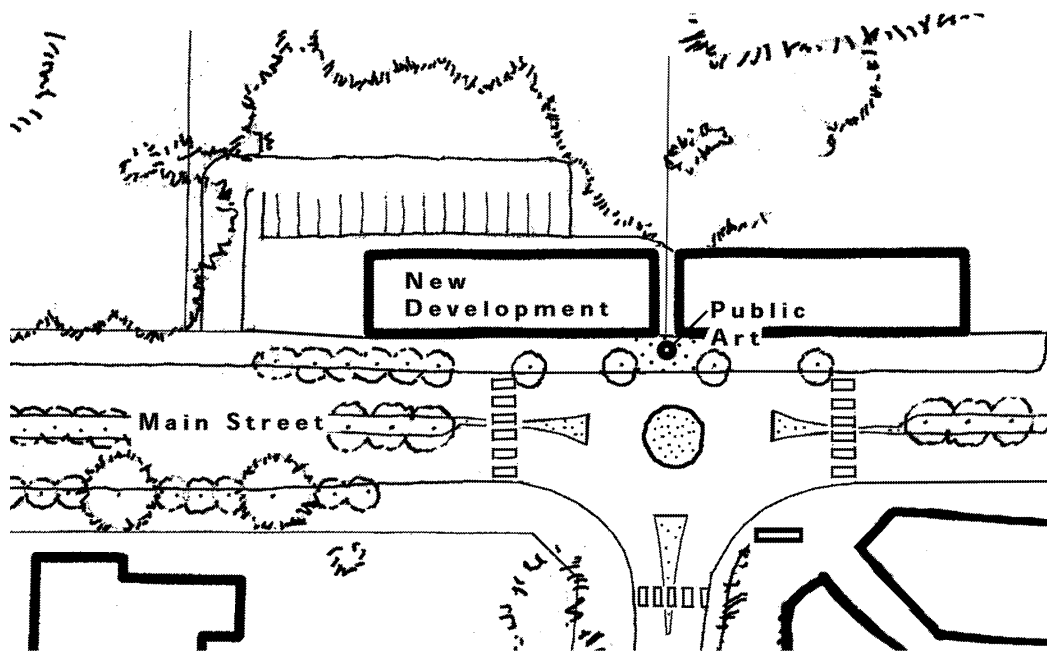
J. Key Private Developments

New development on several privately-held parcels will be key to the successful continued development of the West Village. This section suggests how future private development might occur.

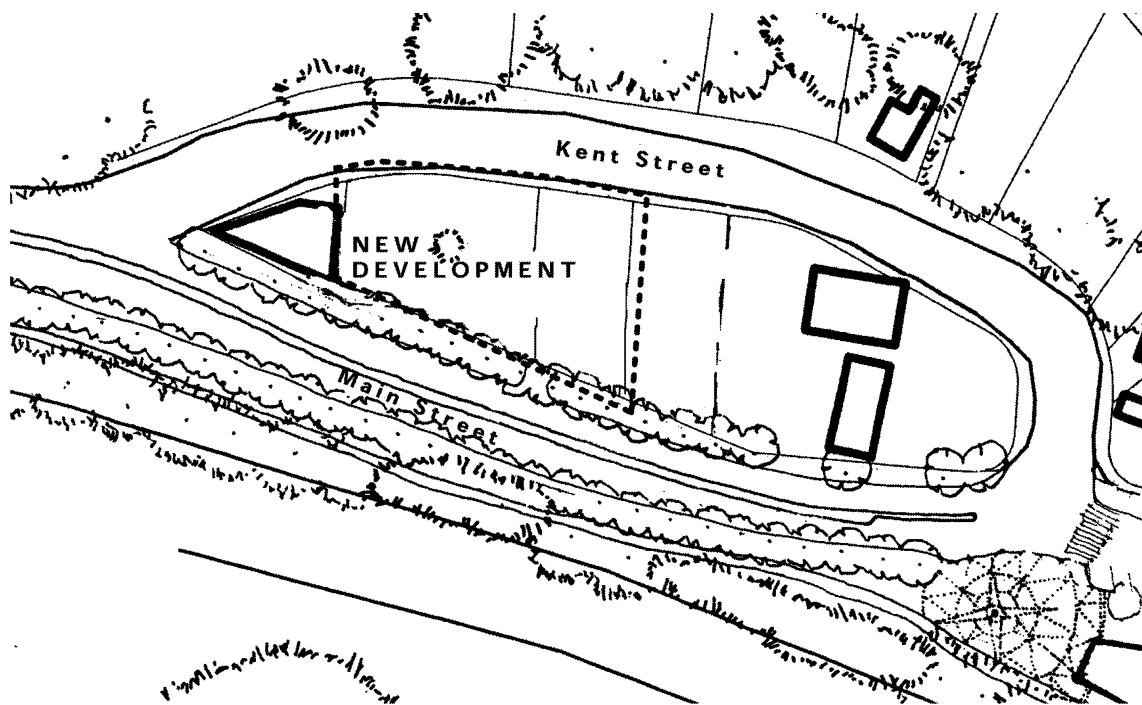
1. Termination of Cambria Drive

The parcel at the intersection of Cambria Drive and Main Street is one of the first sights of the town that people see as they enter the town from the Cambria Drive Gateway. It is a logical location for new civic or retail development.

It is important that this building enhance the gateway by creating a landmark visual image that also respects the view of the Monterey Pines above. As shown in Figure 56a, the building footprint should start approximately forty feet from the eastern parcel line. The building should be of similar massing and setback as the existing development to the east on Main Street. Parking should be placed behind the building and the slope of the hillside behind should remain undeveloped and planted with Monterey pines. As noted in previous sections, this Plan also includes a small plaza or space with public art at this location. Thus the design of the proposed building in this area should enhance and work with this gateway landmark.



a: Termination of Cambria Drive



b: Gateway District

FIGURE 56

KEY PRIVATE DEVELOPMENTS

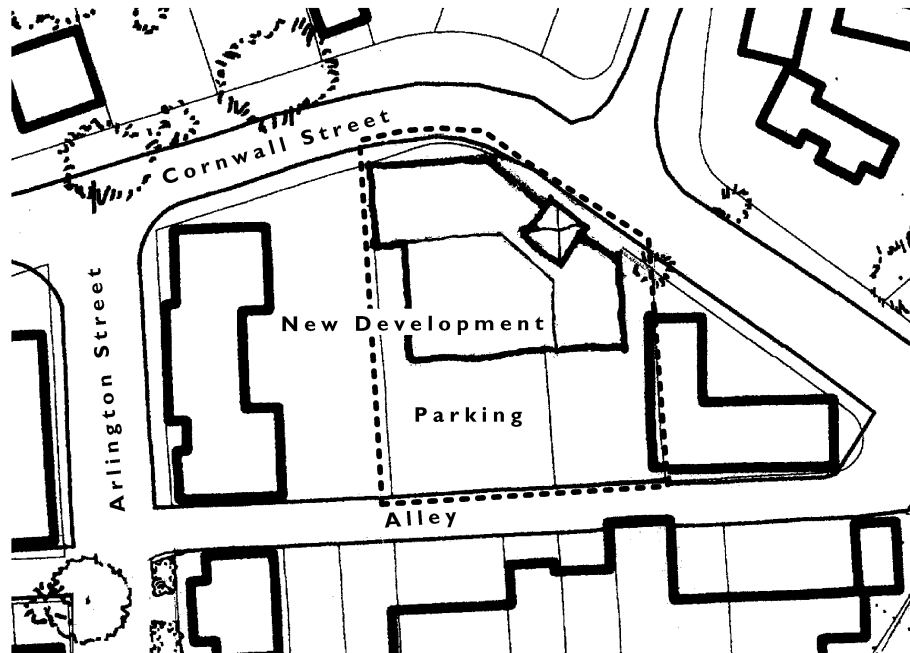
2. Vacant Lots in the Gateway District

Two consecutive lots remain undeveloped in the Gateway District as indicated in Figure 56. Development on these lots could be auto-serving, but should follow the development standards and design guidelines discussed above. Landscaping should buffer the public sidewalks from parking lots as described in the design guidelines.

3. Vacant Lots in the Local-Serving District

Two consecutive lots remain undeveloped in the Local-Serving District. These lots should be developed with local-serving uses on the ground floor with offices or residences above as illustrated in Figure 57. New development on these sites should be built with a five-foot setback, with local-serving uses facing Cornwall Street and parking located behind the building and accessed via a driveway or the alleyway. The height of the building should be limited to two-stories so as not to block views of the pine studded hills that frame the Village.

4. Properties with Rear Frontages on Highway 1 Properties in the 700 and 800 blocks of Main Street are adjacent to Highway 1, where businesses have traditionally located storage and parking, often resulting in unsightly conditions viewed from the highway. Property and business owners and the County would need to cooperate to achieve a concept of turning the alley into a flat, slightly meandering cobblestone street, primarily for walking with limited access for businesses and deliveries. Storage and waste collection would need to be contained within structures, out of sight of the highway and patrons.”



c: Vacant Lots in Local-Serving District

FIGURE 57

KEY PRIVATE DEVELOPMENTS

8 MOONSTONE BEACH

This chapter focuses on the Moonstone Beach area of Cambria, which lies between Highway One and the Pacific Ocean, in the Recreation zone northwest of the West Village. Moonstone Beach is typified by a row of motels facing the ocean. Because it is an important visitor-serving area, it deserves special attention in this Design Plan.

Moonstone Beach is designated as a visitor-serving area in the Local Coastal Plan. The viability of the motels and restaurants in the area depends on views of the Pacific Ocean that are unhindered by typical urban features such as street lights, trash containers and street trees. The less vertical intrusion into views from the road and businesses, the greater benefit to the area. In that sense, street parking and any necessary safety devices or signs should be strategically located to maximize visitors' views.

This chapter includes a list of goals for Moonstone Beach, descriptions and illustrations of proposed streetscape improvements, development regulations and design guidelines for private development.

A. Goals for Moonstone Beach

Goals for Moonstone Beach are as follows:

- ◆ Enhance the picturesque, wild identity and natural resources of the Moonstone Beach area.
- ◆ Ensure high quality in the design of new structures along Moonstone Beach Drive
- ◆ Enhance the scenic and visual relationship between Moonstone Beach and Highway One.
- ◆ Maximize public access to the coast.

B. Moonstone Beach Drive

Currently Moonstone Beach Drive is a two-lane road designed primarily for auto traffic. Curb, gutter and sidewalk are not allowed in order to preserve the

road's rural character. Gravel shoulders provide space for parking and pedestrians. Moonstone Bluff Trail, a pedestrian path between the beach cliff and the road, provides people with an informal place to walk and enjoy the views. To improve pedestrian and bicyclist safety and encourage walking as an alternative form of circulation, this plan proposes that a specific streetscape plan be prepared that considers the following improvements to the Moonstone Beach Drive streetscape and is illustrated in Figure 58:

- ◆ Bicycle needs should be accommodated by a modified Class III Bike Route designation which would feature “bikeway” paving of 3 feet for bicyclists outside the fog-line (one additional foot of pavement to total paved width of 28 feet.
- ◆ The 25 miles per hour speed limit should be reinforced with other traffic calming means.
- ◆ On the west side of the road, provide a gravel shoulder (class I aggregate base) approximately 12 feet wide to accommodate parking, trolley stops and pedestrians, primarily in existing wide areas. Where topography or significant vegetation make this width impossible, provide a narrower gravel shoulder with a width of approximately five feet wide to accommodate pedestrians. This approach will formalize parking next to the state park, and assist in reducing the number of “wildcat” trails from the road. It will also visually narrow the streetscape and retain its scenic quality.
- ◆ On the east side of the road, vehicle parking should only be located intermittently, where it will not interrupt drivers' sight distance entering the street from private properties, and where it would not be constrained by landscaping, drainage and other facilities. Where parking is desired, provide an aggregate base shoulder approximately eight feet wide. The shoulder should be graded to provide a nearly level surface next to the edge of pavement for walking. In areas where a narrower width is desirable, reduce the width of the parking lane to approximately four feet to accommodate pedestrians but discourage parking.

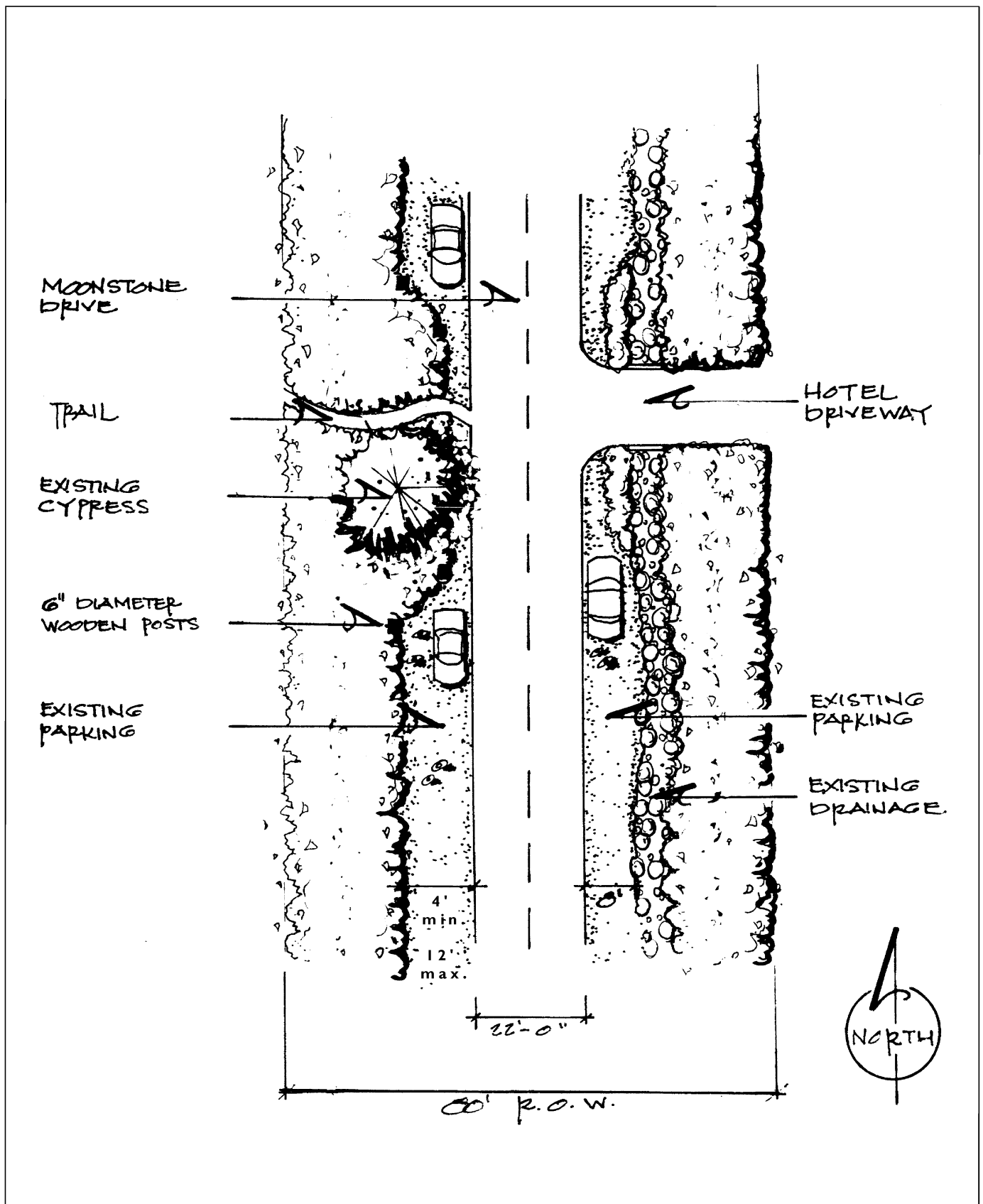


FIGURE 58

TYPICAL PLAN OF
MOONSTONE BEACH DRIVE

CAMBRIA DESIGN PLAN

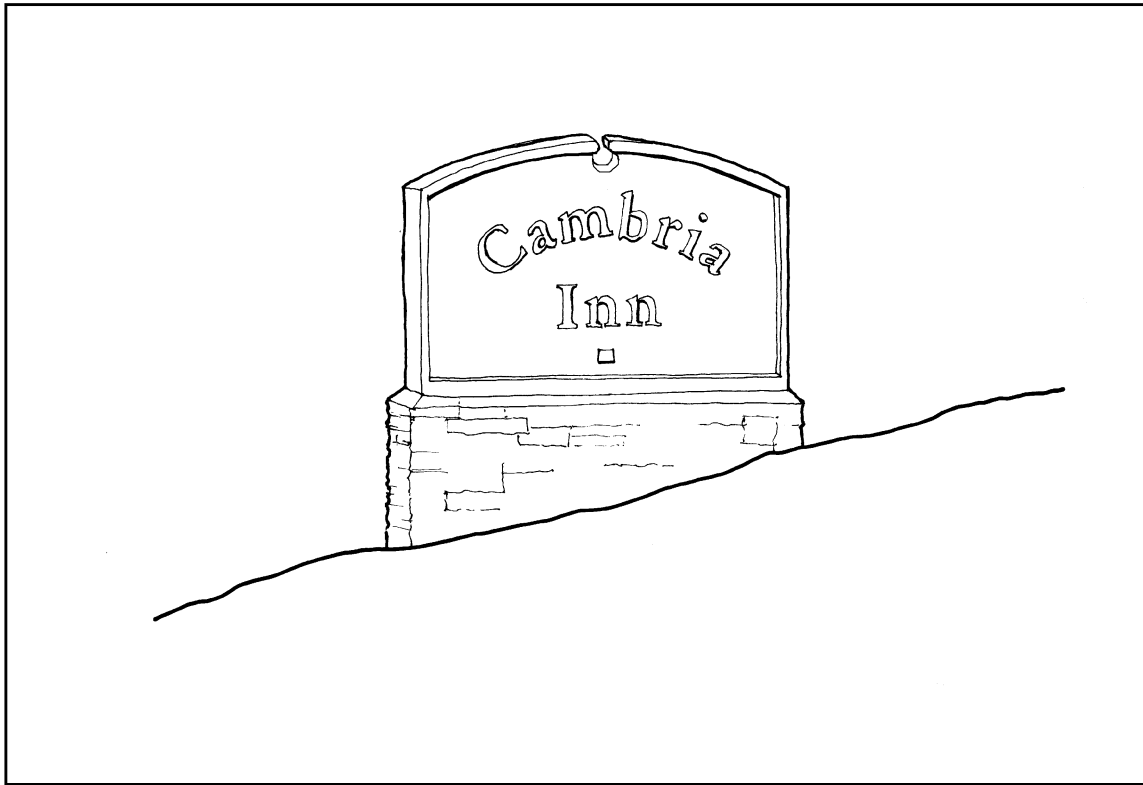
- ◆ Retain or re-vegetate areas along the road with native plants. Encourage private landscaping to expand to the edge of the shoulder, utilizing river rock in the bottom of the drainage channel.
- ◆ Consider replacing the existing “cobra-head” street lights with lower lights that are in scale with the buildings and the desired rural character. The light fixtures should be designed to light the walkway and not the beach. In addition, light shields should be considered that minimize intrusion into the night sky.
- ◆ Existing cypress trees (*Cupressus macrocarpa*) should be maintained, pruned and replanted as necessary to maintain the green, windswept, landscape ambience along Moonstone Beach Drive.
- ◆ The drainage along Moonstone Beach Drive should be reviewed by the County to determine if the existing facilities are too level, if improved flow should be constructed, and if erosion and sedimentation are adequately contained. Any culverts that are deemed unsafe should be corrected.

C. Development Standards

This section includes development regulations that shall be mandatory in the Moonstone Beach area. They are in addition to the existing planning area standards in the North Coast Area Plan for Moonstone Beach. While the subsequent section includes design guidelines that are advisory only, the regulations in this section are so important to the continued success of the Moonstone Beach area and the scenic Highway One corridor that compliance with them is mandatory for all new development.

1. Signs

Each parcel shall not utilize pole or free-standing signs, as defined in the *Coastal Zone Land Use Ordinance*, and shall have no more than one monument sign per the existing ordinance. Such signs should match the architecture, materials and colors of the building itself. (see Figure 59)



1: Monument Sign



**2: Building Orientation -
Restaurant with patio on
Moonstone Beach Drive**



**2: Building Orientation -
Hotel on Moonstone
Beach Drive**

FIGURE 59

**DEVELOPMENT STANDARDS AND
DESIGN GUIDELINES**

CAMBRIA DESIGN PLAN

D. Design Guidelines

This section contains design guidelines that provide flexible policy direction for new developments in the Moonstone Beach area. The guidelines are to be used in addition to the standards in the *North Coast Area Plan*. Alternative design features that are determined to be “equal to or better” may also be approved, since this section is intended to give property owners, developers and architects a clear sense of the design that the community hopes to achieve. Compliance with these guidelines is not mandatory, but is strongly encouraged.

1. Design Style

New buildings should be in harmony with surrounding buildings and not conflict or compete dramatically in style.

2. Building Orientation

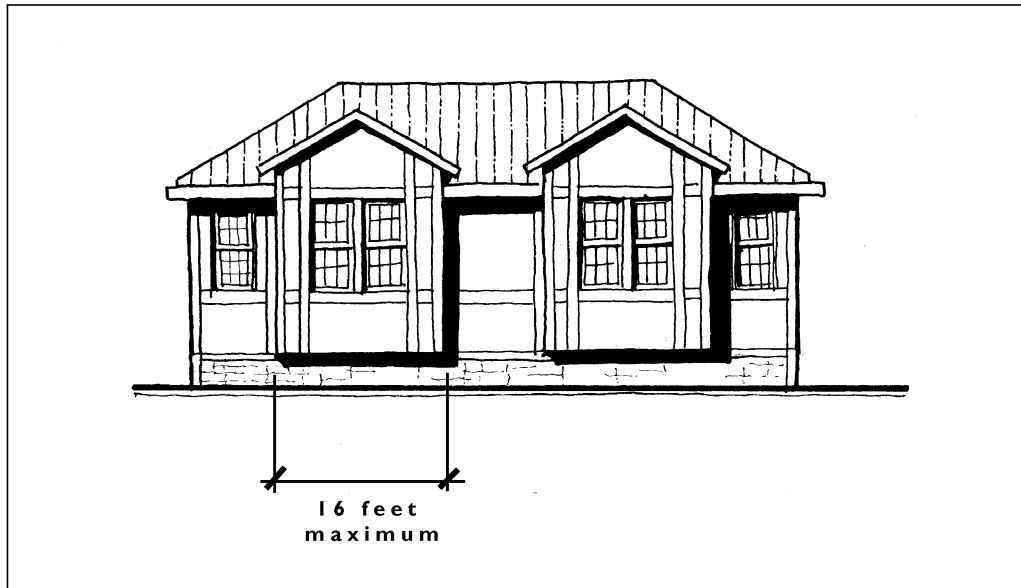
All buildings on Moonstone Beach Drive should have components that face the street. Since most buildings on the street are motels with rooms facing onto a parking lot, this means that special attention should be paid to the creation of other types of spaces on the ends of these buildings where they face the street. For example the ends of motel buildings can be restaurants, cafes, sitting rooms, patios, or motel rooms with a beach orientation. The design of the building face along Moonstone Beach Drive should provide for special uses such as these. (see Figure 59)

3. Building Massing/Facades

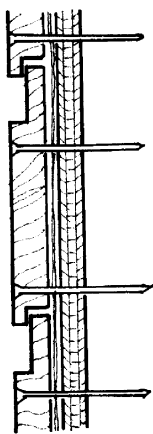
To avoid long unbroken facades and monotonous use of one material, building facades should be articulated with changes in plane, materials and design in increments of not more than 16 feet. (see Figure 60)

4. Roofs

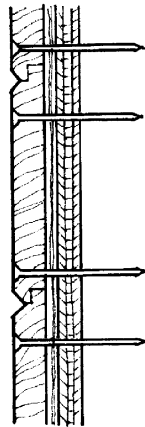
Exposed sloping roofs are encouraged in the Moonstone Beach area, rather than flat roofs with or without parapet walls.



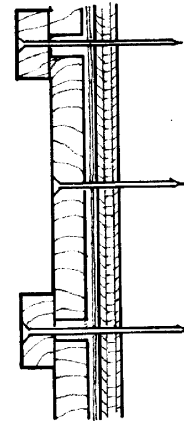
3: Building Massing/ Facades



Channel



Shiplap



Board and Batten

5: Wood Siding

FIGURE 60

DESIGN GUIDELINES

5. Exterior Building Materials

- a. A combination of materials should be used to avoid one material dominating the building's appearance.
- b. Textured concrete block should be used only as a subordinate material, such as at the base of a building.
- c. Wood siding should utilize ship-lap, channel or board & batten styles. (see Figure 60)

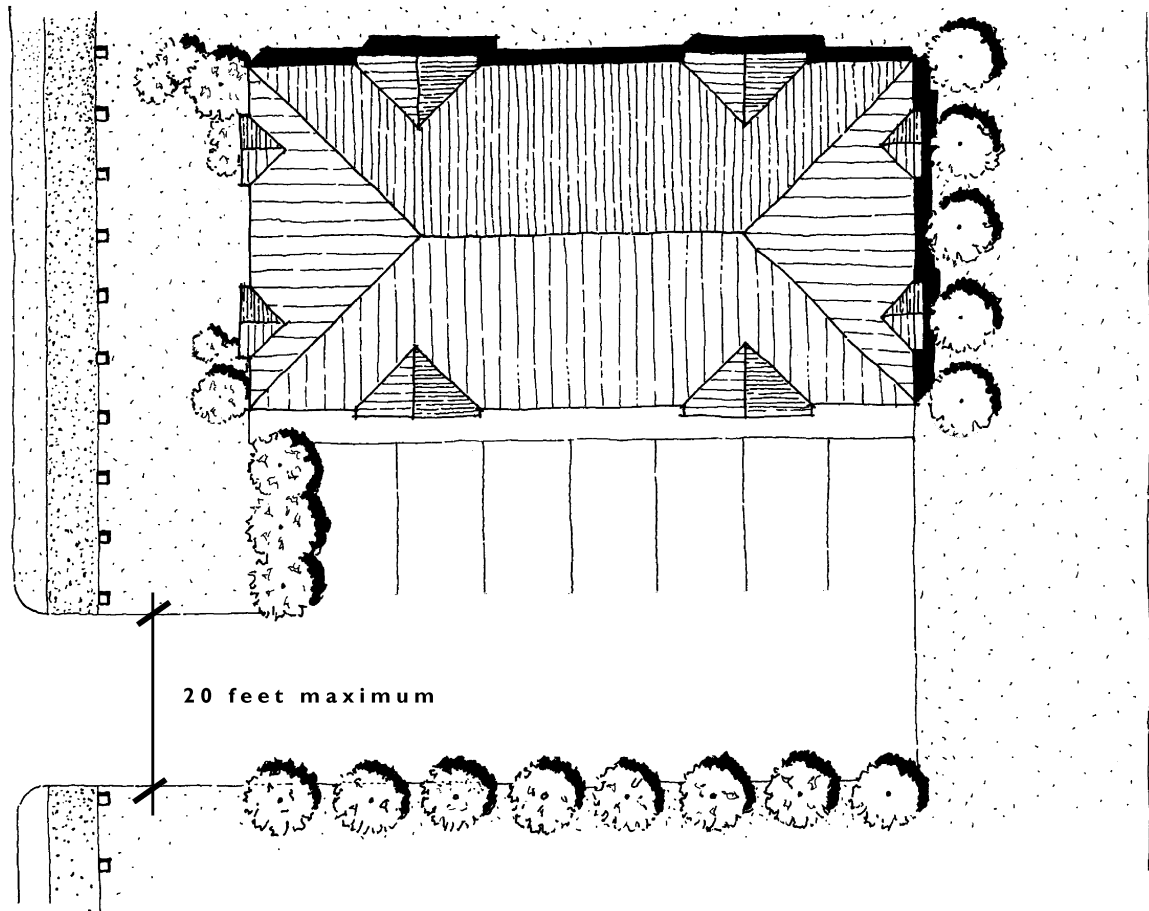
6. Landscaping

- a. Landscaping, perhaps in combination with a low wall, should be utilized to screen the parking bay from Moonstone Beach Drive, as illustrated.
- b. To break up the monotonous appearance of a long row of parking spaces, a landscape strip with a minimum width of four feet should be located at a minimum interval of every six parking spaces.
- c. Landscaping should be used as a scaling device along property lines, at building corners and at the base of buildings, for example, to reduce the bulk of buildings.
- d. Color plantings should be used as accents and at focal points, such as at signs or outside individual units.

7. Parking

- a. Parking lots should be oriented so that the narrowest dimension of the lot is parallel to Moonstone Beach Drive. This dimension should be no wider than one parking bay (single or double loaded).
(see Figure 61)
- b. Driveways to parking lots should be no wider than twenty feet.

Moonstone Beach Drive



7: Parking

FIGURE 61

DESIGN GUIDELINES

CAMBRIA DESIGN PLAN

9 IMPLEMENTATION

In order to implement this Design Plan, the County and other organizations will need to accomplish a number of tasks. These tasks, and the parties that should be responsible for them, are described below.

A. Further Design Work

Detailed design work will be needed to implement a number of the design ideas in this Plan, as described below.

1. Main Street Streetscape Plan

The County's draft streetscape plan for Main Street should be revised to reflect the ideas in this Design Plan, and it should then be developed from a conceptual plan into construction drawings. The Streetscape Plan will provide construction-level detail for sidewalks, bulbouts, crosswalks, lighting, street trees and trees on hillsides, furniture such as bench locations, trash containers, landscape medians, sidewalk planters and other related public improvements within the street right-of-way.

2. East Village Historic Park

Detailed plans should be developed for the East Village Historic Park. As a first step in this process, students at Cal Poly San Luis Obispo could be invited to conduct a studio design project in the area. This should be followed by the hiring of a landscape architect to provide a conceptual plan, followed by construction level documents. Such work could be overseen by the County's Park and Recreation Commission, CCSD or the Cambria Historical Society.

3. Moonstone Beach Drive

The Parks Division and County Engineering should design detailed improvements to the pavement, gravel shoulders, landscaping and drainage ways along Moonstone Beach Drive. This work should determine where parking, pedestrian and bicycle circulation is appropriate and provide the means to formalize parking areas with native landscaping and post barriers. An ad hoc advisory committee should be formed to work with the County Engineering Department and the Cambria Community Services District during the design phase.

4. Cross Town Trail

The County and CCSD should work together to formalize the plans for the Cross Town Trail. Once an acceptable alignment is determined, it should be submitted to the North Coast Advisory Council, the County's Park and Recreation Commission and the Cambria Parks, Recreation and Open Space Commission for approval and inclusion in the Cambria Parks, Recreation and Open Space Master Plan. It should then be submitted to the County Parks Division for inclusion in the County Trails Plan.

Once the plan for the trail is approved and funding is secured, the trail should be designed in detail by a landscape architect so that it can be constructed.

5. Street Furniture and Community Identification Signs

The County Planning Department should work with community groups to develop specifications for street furniture and community identification signs to be installed in the East and West Villages. One way to do this would be hold one or more design competitions for artists, crafts people and architects to design appropriate street furniture. Otherwise, specifications should be developed from standard fixtures and signs through a committee review process.

6. Directional Signage

The County should work with a consultant or its own staff to develop a program of directional signage that indicate the location of important but hidden destinations such as the public parking lots in the East and West Villages.

B. Policy Changes and Updates

1. North Coast Area Plan and Coastal Zone Land Use Ordinance

The County is currently in the process of updating the North Coast Area Plan, and this update should include the concepts for Cambria that are included in this Design Plan. Particular attention should be paid to changes in land use designations suggested for some of the key parcels addressed in this Design Plan, and to changes to County development standards necessitated by the development standards and design guidelines.

2. Update Engineering Standards

It may also be necessary to update engineering standards overseen by the County's Public Works Department. For example, the County should ensure that the Public Works Department enforces the sidewalk widths and curb cut standards shown in this Plan in its approvals for private developments in Cambria.

3. County Trails Plan and Parks, Recreation and Open Space Plan Updates

This Design Plan should be a reference for amendments to the County Trails Plan, County Parks and Recreation Master Plan and the CCSD Parks Recreation and Open Space Plan, and vice versa, to make cross references and coordinate between documents.

4. Forest Management Plan

The California Department of Forestry and Fire Protection (CDF) has recently authorized \$100,000 to be used for the preparation of a Forest Management Plan for Cambria. The CCSD will serve as the trustee of the planning funds and the Cambria Forest Committee¹⁷ will guide the preparation and implementation of the Forest Management Plan. This Management Plan, which will deal with issues such as pine pitch canker mitigation, tree removal and replacement, reforestation, fire hazard reduction measures, and funding implementation, should consider and adjust if necessary the design ideas in this Design Plan.

5. Bulbout, Flexible Parking Zone and Open Space Use Permitting Process

The County Planning Department should develop a permit process to allow for appropriate on-going and one-time private uses of the bulbouts, flexible parking zone and other public spaces envisioned for the three village areas in this Design Plan.

¹⁷ The Cambria Forest Committee is a community-based coalition comprised of representatives of government agencies, environmental organizations, fire safety specialists, business people, arborists and individuals interested in the future health and well-being of the forest.

C. Historic Preservation

As discussed in Chapter 3 of this Design Plan, the Chamber of Commerce, Cambria Historical Society and NCAC have already identified a large number of historic structures in Cambria. These buildings are a major determinant of Cambria's identity. However, more research on exiting historic resources in Cambria is needed, and more measures should also be implemented to protect historic resources.

1. Historical Inventory

Although many historic buildings have been identified in Cambria, a more formal inventory should be conducted. This inventory should use standardized California Department of Parks Forms DP523, and would allow for preliminary determinations of each structure's eligibility for the National Register of Historic Places.

2. Historic Overlay Zone

As discussed in Chapter 3, an Historic Combining Designation already exists in the Coastal Zone Land Use Ordinance. This designation should be applied to all properties in Cambria that are found to be significant through the Historic Resources Historic Inventory.

The Historic Combining Designation in Cambria should also be amended to stipulate that any designated building that are destroyed by fire, neglect or any other cause shall be rebuilt to match their historic conditions.

3. Historic District(s)

In addition to the use of the Historic Combining District, which is a land use regulatory tool, the County or a local Cambria body should consider forming one or more historic districts in Cambria. Such a district or districts would provide various benefits for historic structures, including recognition by locals and tourists, tax benefits, and further design controls. More specific information on Historic Districts is provided in Appendix D.

4. Historic Plaques

A program should be initiated by the County Planning Department, CCSD, Cambria Historical Society or the Chamber of Commerce to create informational plaques for historic buildings in the East and West Villages. The

program would collect nominal fees from historical renovation projects in order to create individual distinctive plaques that would provide historical information on the individual historic structures. Each plaque would be located on the structure or grounds of the structure and would be visually accessible to the public.

D. Implementation Programs

In addition to the design projects, policy changes and historic preservation tasks described above, the County and local organizations should also embark on a number of programs that would help to implement this Design Plan.

1. Tree Replanting Program

Cambria Land Conservancy has initiated a tree replanting service in cooperation with the CCSD. This program should be continued.

In addition, the County and the CCSD should also work with Cambria Land Conservancy to purchase the ranches which contain parcels of forested land or to obtain conservation easements which would protect the forest within them.

2. Sign Clean-up

The County, through NCAC, should work with local merchants in a voluntary program to bring existing signs into conformity with the guidelines for new signs in this Plan. This could include education about the sign standards and assistance with the design of new signs.

3. Additional Parking Lots

The County and business property owners should search for additional locations for parking lots that would serve the needs of businesses to provide off-street parking.

4. Shared Parking District

The County Planning Department is in the process of studying the financial feasibility of a shared parking district that could develop and manage shared parking in the East and West Villages. The parking lots would be linked to the commercial areas via the existing shuttle service and would provide developers with the option of developing parking on site or paying an in-lieu parking fee

to utilize parking space within the shared parking district. County staff is studying 14 possible locations for parking lots. If any of these lots are deemed financially feasible, the NCAC Traffic Committee would need to approve the new district and funds would need to be collected to develop them. Once developed, the CCSD would expand the shuttle service to serve these new lots.

5. RV and Bus Parking

The County planning department should consider the needs of RV and bus parking in the current shared parking district study or do a separate study to determine locations for future bus and RV parking on Cambria. Due to the large size of these vehicles, this type of parking should be located at the perimeter or outside of the Villages in order to minimize bus and RV travel through the Villages and to provide adequate room for parking and screening of the parking area.

6. Employee Parking

Employees should park at the backs of businesses, on side streets and in remote parking lots, leaving parking on main commercial streets for shoppers and visitors. The County Planning Department should work with the Chamber of Commerce to create an employee parking program in the East and West Villages.

7. Parking Information Program

Information should be developed to encourage visitors and employees to use appropriate off-street parking, and specially designed signs should be erected to direct people to satellite parking lots. This program could also include advertisements and other educational tools to encourage people to park in appropriate locations.

8. Youth Task Force

The County, CCSD or a local group could develop a summer employment program involving youths in the community. Their responsibilities could include maintaining public landscaping and developing a community youth center.

9. Utility Undergrounding

A utility underground district should be formed in the West Village to install overhead wires in underground conduits.

10. Business Appearance Improvements Along Highway 1

The County, Chamber of Commerce and other relevant organizations should work with businesses and property owners to conduct a “clean-up” project to improve the appearance of the backs of businesses along Highway 1, to conform with County standards for signs, storage, parking and screening.

11. Lighting District

A lighting district, which could be administered by CCSD, should be formed to serve the commercial areas of the East, Mid-, West Villages and Moonstone Beach. The formation of the district would allow for the collection of funds to install and maintain light fixtures within these four districts.

12. Agricultural Land Assistance

The County should work with appropriate agencies and the owners of land zoned Agriculture along the Main Street corridor between Highway One and Santa Rosa Creek to help maintain their land in agriculture. Desired outcomes are to control off-site water runoff onto these properties; to minimize erosion and siltation; to educate adjacent land purchasers of the effects of agricultural operations; and to control litter, dumping and trespassing.

E. Funding

There are a number of funding sources available to assist in the implementation of the improvements foreseen in this Design Plan.

1. Existing Local Funds

Several increments of funding have already been set aside for improvements foreseen in this plan. For example, the County has already set aside \$500,000 from its park development fees for development and enhancement of existing open space in Cambria. Similarly, the San Luis Obispo County Council of Governments has set aside \$100,000 for improvements on Moonstone Beach Drive. Some of this money may be used for improvements in this plan.

2. Private Funding

Private organizations may be able to assist in acquiring some lands and making some improvements foreseen in this Plan. For example, the Cambria Historical Society has stated that it is currently in the process of acquiring the Guthrie-

Bianchini House for use as a museum. In some cases property owners improving their properties would be required to fund improvements on adjacent public streets.

3. Transportation Funds

Many street and trail improvements foreseen in this Plan would require public funding. There are several transportation-related funding sources that can be used for street and trail projects in this Plan.

a. TEA21 Funds

TEA 21 is the new federal legislation that funds surface transportation projects. TEA 21 funds are split from their federal source into State TEA funds and Regional TEA funds. Funds under TEA 21 are split into two groups. The first group is designated for projects that represent maintenance on existing systems, this group receives 75% of the funds. The second recipient group, system expansions (including the addition of bicycle lanes) receives 25% of total available TEA 21 funds. TEA 21 funds are programmed for the first 3 years of allocation at the County level. The State funding is not currently programmed, and projects will need to have strong Caltrans support. In 2001, there will be another cycle of applications and allocations.

There are several potential funding sources within TEA21, which include CMAQ and STP, Article 3, and County Enhancement funds,

b. State Bicycle Transportation Act

Using an approved Bicycle Plan, the County can also apply for funds to support bicycle projects through the State Bicycle Transportation Act. These funds are available to projects called out in the County's Bicycle Plan for construction of new facilities.

4. Historic Preservation Funds

There are relatively few grants available for historic preservation. However, the State Office of Historic Preservation has a "certified local government" program which provides for state funding of historic resource surveys and preservation plans. The total amount available annually is said to be about \$200,000 with eight or ten grants awarded each year.

5. Maintenance Costs

In addition to capital and one-time programs, the County and local bodies should work to ensure on-going maintenance of existing and new facilities in Cambria.

As part of this effort, the County and CCSD should identify entities responsible for maintaining each type of improvement, and should also identify funds to offset County maintenance costs. In some cases, County General Funds may be appropriate funding sources, but funding for maintenance could also come from locally-paid taxes (such as transient occupancy tax) or assessments on local businesses through a method such as a Business Improvement District. In addition, local businesses and organizations could be asked to contribute in-kind services toward maintenance.

This could take the form of an individual business assuming responsibility for maintenance of improvements in the right-of-way in front of the business, and it could also take the form of businesses or other organizations volunteering to conduct maintenance tasks in specific areas as a community service. Such efforts could be overseen by the Chamber of Commerce or some other local organization.

A P P E N D I X A

P L A N N I N G P R O C E S S

APPENDIX A

PLANNING PROCESS

Community participation and input was the keystone to the planning and design process for the *Cambria Design Plan*.

The process was overseen by a Steering Committee, which was formed to provide a forum for education and consensus building among the citizens of Cambria. The committee was made up of representatives of the community who were appointed by the North Coast Advisory Council. The consultant developed the plan for Cambria based on the committee's direction and public input.

The 18-month community input process included a series of Steering Committee Workshops which were open to the public. The process included the following steps:

- ◆ **Introductory Meeting.** The process was initiated with an introductory meeting in which committee members described their individual interests for the project and their background. Committee members also discussed the scope of work and developed ideas for public outreach.
- ◆ **Background Information.** County staff and consultants collected background information regarding Cambria's existing conditions, and presented this information at public meetings of the Steering Committee.
- ◆ **Vision and Goals.** The Steering Committee worked with staff and consultants to develop the vision and goals for the Design Plan. This step included work by the consultant to develop three alternatives for the East and West Villages with conceptual open space and circulation plans and typical street sections of major streets within each of the villages. A workshop was held where community members worked in small groups to mark up base maps with their ideas for development in Cambria.
- ◆ **Focused Design Input.** Following the discussions regarding vision and goals, the consultant developed separate draft Plan chapters regarding each of the four districts. The Steering Committee held

separate meetings to review these chapters, which provided concrete input for the creation of this Design Plan.

- ◆ **Public Review Draft.** The Public Review Draft Plan, provided for public input that occurred through written correspondence and a public workshop. Following the community workshop, the Steering Committee will make recommendations to the North Coast Advisory Council (NCAC), which approved the draft with the Steering Committee's recommendations.
- ◆ **Public Hearing Draft.** This is the Public Hearing Draft which includes the Steering Committee and NCAC recommendations. This draft will be the subject of public hearings with the:
 - Planning Commission.
 - Board of Supervisors.
 - Coastal Commission (as part of the Local Coastal Program).

A P P E N D I X B

MONTEREY PINE & PINE PITCH CANKER BACKGROUND INFORMATION

APPENDIX B

MONTEREY PINE & PINE PITCH CANKER

BACKGROUND INFORMATION

UC Davis plant pathologist, Tom Gordon and local horticultural expert, Burt Wilson, believe that up to 10% of Monterey Pines are resistant to the canker. Burt Wilson stated that the Troy Pine Forest near San Diego fought the canker and lost approximately 80% of its trees. The Troy Pine forest now appears like a forest after a fire and is growing back. Tom Gordon specifically stated that there is 85% infection rate; however that does not equate to a mortality rate. In fact, Gordon recommends planting seedlings from uninfected trees because without regeneration efforts he states the forest will die out from old age and canker.

The Cambria pine forest has been found to be the most biologically diverse of the three pine stands in California and thus is the most likely to survive the pine pitch canker.¹⁸ Raymond Wilson of the Cambria Land Conservancy also believes that local endemic pine stock is more resistant to the canker than the standard stock for sale in most nurseries. The Cambria Land Conservancy has recently received a grant to develop resistant trees from the local stock. Within the next 18 months Tom Gordon of UC Davis who is working with the Conservancy believes that there will be resistant local seedlings available. Thus replacement and new plantings of Monterey pine trees using local Cambria stock is possible and is likely to result in the maintenance of some of the pine forest, even as pine pitch canker takes its toll.

Trees generally succumb to pine pitch canker when they are under stress because they are not living in their ideal habitat conditions. The most common causes of stress to pines in Cambria are a lack of water, intrusion by non-native plants and development near trees. When underground water sources are disrupted, trees downstream are stressed due to a lack of water. Where non-native plants are installed in pine stands, the relationship between the mycorrhiza, a form of beneficial fungi, and the pines is altered. This relationship is essential to a Monterey Pine's health because mycorrhiza help convert nutrients in the soil into a usable form for the trees to absorb and sustain their growth. In addition, where development occurs near trees, the microclimate of the tree is altered and the area of the root zone is often affected creating stress on the tree. This shows that minimization of ground water disruption, avoidance of non-native understory around Monterey pines, and development buffer zones can help to preserve pines in Cambria.

¹⁸ Wilson, Raymond O., A Preproposal to Preserve the Urban Cambria Pine Forest.

Newly Fungus Poses Dire Threat To the Majestic Monterey Pines

CAMBRIA, Calif., June 9 (AP) — Scientists fear that 80 percent of the giant Monterey pines that rise in splendor from the rolling hills along the Pacific Coast could be gone in the next 50 years.

The killer fungus, the pine pitch canker, is threatening the coastal pines, along with other species of pines from the Cascades in the north to the Sierra Nevada in the east.

The environmental threat spreads far beyond California. The Monterey species is the most widely planted non-native tree outside the United States, serving as the core of multi-billion-dollar timber industries in China, New Zealand and Australia.

"People are panicked about this and probably rightfully so," said Bill Libby, a tree geneticist for a New Zealand timber company who is working in California as a consultant. "We haven't found any way to stop the disease."

Infected trees first go brown at the ends of their branches, then erupt in spots of oozing pitch and debris that give the fungus its name. Water and nutrients are choked off, and the open infections allow bark beetles to bore into tree trunks and lay eggs that hasten the deadly process.

Pines are typically spread by insects. The disease been around for about 50 years but had previously been restricted to the southeastern United States and Mexico. Since first being detected in California in 1986, the fungus has turned up all over the state on various kinds of pines. But no species has been as vulnerable as the Monterey pine, which at maturity of 30 years commonly tops out

***A disease threatens
one of the world's
most popular trees.***

at 100 feet.

California is home to three of the world's five native Monterey stands. The largest is on the Monterey Peninsula, and the smaller ones are at Cambria, near the famed Hearst mansion at San Simeon, and at Point Año Nuevo, west of San Jose.

The only disease known to have wiped out virtually an entire tree population is chestnut blight, which struck American chestnuts in the Northeast in early 1900's, Mr. Libby said.

Pine pitch canker shares more traits with Dutch elm disease, which killed off many stands of elms on the East Coast and remains a threat. Both are carried by beetles and maintain resistant strains, he said.

The pine fungus has behaved differently in each of California's stands and has already mutated several times.

At the University of California at Davis, the forestry department is testing hundreds of pine species in a search for a tree resistant to the disease.

A state task force, formed in 1995, has spent almost \$1 million studying the problem. A bill pending in the state Legislature would provide an additional \$2 million.

CAMBRIA DESIGN PLAN
APPENDIX B: MONTEREY PINE &
PINE PITCH CANER BACKGROUND INFORMATION

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DAVIS, CALIFORNIA 95616-8680

7 January 2000

Lisa Howard
Community, Design & Environment
1600 Shattuck Avenue
Suite 222
Berkeley, CA 94709



Dear Lisa:

As per your request I am summarizing here my comments on the options for re-establishing a Monterey pine forest in areas where pitch canker has been a problem. My ideas follow from the assumption that it is desirable to maintain the character of the forested areas in and around the community of Cambria, and that retaining Monterey pine as a dominant member of the native forest and the surrounding urbanized forest contributes to that objective. Because our studies have shown that some level of resistance occurs in all the native populations of Monterey pine, regeneration should produce a stand of trees that includes some resistant individuals. For this reason I would offer natural regeneration as the preferred option. If conditions are such that seedlings can become established, pitch canker will eventually challenge them and select for those that are resistant. Of course, the numbers of resistant trees that chance to arise at any given location cannot be predicted and the smaller the area the greater the chance that this number will be unacceptably small. Various measures may be taken to enhance regeneration and urban foresters and/or the California Department of Forestry could be consulted for guidance on this point. It may also be desirable to introduce seed taken from trees in the Cambria area that are known to be resistant. I would consider this to be option number two. Lastly, if the first two options were not successful or deemed to risky to undertake, option three would be to use known resistant seedlings as transplants. Whereas there is presently no source of such resistant material, this may change within the next two years. I hope this information is helpful.

Sincerely,

A handwritten signature in cursive script that reads 'Thomas R. Gordon'.

Thomas R. Gordon
Professor

Thomas R. Gordon's Letter from the University of California, Davis

**Ken Topping's Notes on the Forest
Design Plan Steering Committee
8-25-98**

In Cambria, the forest is an integral part of community design considerations. It is part of the everyday experience of Cambrians and visitors alike.

- The forest was here long before people. Though it was logged for many years it has managed to survive.
- Early subdividing in the forest gave us our unique neighborhoods. It also has endangered the forest.
- The forest forms a "green belt" around most of Cambria. Various groups including the State Parks Department are interested in preserving portions of this through acquisition.
- The forest provides a "green frame" for most of our activities, especially along the two major ridges above the East and West Villages. It is one of the important features that attract visitors and tourists. So it's important for economic as well as aesthetic and environmental reasons.
- Where lots have been retired through District water position transfers and County Transfer of Development Credit programs, the forest can provide smaller "green areas" within residential neighborhoods.
- The forest tends to reseed itself. That's why the District this year has flagged seedling trees on District-contracted weed abatement lots.
- The County's tree replacement program was designed to offset development impacts on the forest but isn't working because of enforcement and implementation problems.
- In ocean-facing hillside neighborhoods, there is a conflict between resident's feelings about preserving the forest and having ocean views. The trees ultimately tend to be the losers in such cases.
- Pine pitch canker is only one of a series of threats to the forest. To save it, we need to get together on tough issues such as hazardous tree removal, tree replacement, and lot consolidation and come up with a community-based strategy that can be more readily implemented.
- The Design Plan Steering Committee can help refine these ideas in cooperation with other interested groups such as the Forest Management Committee, the Parks Recreation and Open Space Commission, Greenspace, the Cambria and San Luis Obispo County Conservancies.

A PREPROPOSAL

To Preserve the Urban Cambria Pine Forest

An aerial photograph of the coastal town of Cambria CA. (near Hearst Castle) reveals a Monterey pine forest ecosystem with development dispersed among the trees. A large number of houses are hidden by trees but most buildings are constructed in natural breaks in the forest. Much of the Cambria Monterey Pine Forest is in agricultural areas surrounding the community still relatively undisturbed by development and in a state park preserve. Large sections of forest remain in viable clusters spread throughout the urban area as well.

The Cambria Land Conservancy supports efforts now underway to purchase the ranches which contain parcels of forested land or to obtain conservation easements which would protect the forest within them. Large land conservancies and the California State Parks system have all committed funds to this effort. The Cambria Land Conservancy believes it is also possible to preserve the remaining urban forest areas by purchasing key lots or conservation easements. We have identified the areas where the urban forest is still viable and are seeking funding to preserve them. These clusters would then remain part of the larger forest system on surrounding agricultural land and in the state park preserve.

The Cambria pine forest is historic, one of three along the California coast which are the ancestors of Monterey pines around the world. The Cambria Monterey pine forest has been found to be the most biologically diverse of the three and thus most likely to survive. A significant percentage of Cambria pines have been found to be resistant to pine pitch canker which is currently threatening all three of the original Monterey pine forests.

These pines have withstood the assaults of nature for a hundred thousand years and the assault of man for the past 150 years largely because they are communal in nature, sharing root systems and thus water sources. Ground water is often in short supply but does trickle from the nearby mountains to the sea in underground streams even during periods of pro-

longed drought. When these underground water sources are disrupted, trees downstream are stressed and often succumb to insects and disease.

Many of the surviving urban clusters are in hilly areas on undersized lots difficult to build on. They are beautiful and distributed in a manner that gives Cambria its distinctive ambiance. Inevitably, these lots will be developed if they are not purchased and set aside to preserve the remaining pine forest. Cambrians, individually and through organized groups, have indicated their willingness to help save the forest because it is critical to the ambiance of the community and to its tourist oriented economy.

The Cambria Community Services District is currently in the process of developing a Forest Management Plan which will address the problems of maintaining the urban forest. A consortium of conservation groups is cooperating in efforts to maintain the local pine forest ecosystem which lies outside the city boundaries. The County Firesafe Council is now focused on preventing wildfires in the area. The County Planning department is currently spearheading a cooperative effort to formulate a design plan for the entire village of Cambria. Funding is available for a system of trails linking resources in the community.

The Cambria Land Conservancy has initiated a tree replanting service sanctioned by the county and in cooperation with the Cambria Community Services district. We maintain that such cooperation between private groups and public agencies will result in proper longterm stewardship of the forest.

The local media has been giving good coverage to these developments and, judging by letters to the editor and the content of columns, community interest is at a peak. A recent survey indicates strong support among Cambrians for preserving open space and managing hazards in the forest. In short, the community understands the importance of its urban forest and seems ready to assume responsibility for its maintainance.

Raymond O. Wilson
President, Cambria Land Conservancy (805) 927-8546

A P P E N D I X C

POLICY & PLANNING CONTEXT

APPENDIX C

POLICY & PLANNING CONTEXT

The *Cambria Design Plan* works in conjunction with several County planning documents, including the *County General Plan*, the *North Coast Area Plan*, the *County-wide Design Guidelines Manual*, the *Main Street Enhancement Plan* and the Cambria Community Services District's *Parks, Recreation and Open Space Master Plan*, which are all described below.

A. *County General Plan*

The *San Luis Obispo County General Plan* is comprised of a set of documents that meet the requirements of State General Plan law and the California Coastal Act (Division 20 of the Public Resources Code, Section 30000, et seq) and provide a comprehensive framework for the regulation, protection and management of coastal resources. To comply with the requirements of the *Coastal Act*, the *General Plan* includes a set of documents that are used to implement the *Local Coastal Program*.

One of the elements of the *General Plan* is the *Land Use Element* and *Local Coastal Program*. This is not a single document, but a set of documents divided into two major groups, which are the "Land Use Plan" and the "Ordinances." Since the *Cambria Design Plan* is a planning and design document with conceptual designs and development regulations, this discussion focuses on both types of documents which include the *Land Use Plan* and the *Coastal Zone Land Use Ordinance*, Title 23 of the *San Luis Obispo County General Plan*. The *Land Use Plan* is comprised of four types of documents, which include *Coastal Plan Policies*, *Coastal Framework for Planning*, the *Area Plans* (of which there are four), and land use category maps for most of the County. The Cambria community is within the jurisdiction of the *North Coast Area Plan*.

1. *Coastal Plan Policies*

The *Coastal Plan Policies* of the *Local Coastal Plan* provide overall policy direction for the management of land use within the coastal zone. The *Coastal Plan Policies* document is divided into chapters that cover shoreline access, recreation and visitor serving facilities, energy and industrial development, commercial fishing and recreational boating, environmental and sensitive habitat, agriculture, public works, coastal watersheds, visual and scenic resources, hazards, archaeology and air quality.

- ◆ **Shoreline Access.** The policies within the *Coastal Plan* encourage the protection of existing coastal access and the provision of new access, and require that new coastal access be required with new development.
- ◆ **Recreation and Visitor Serving Facilities.** *Coastal Plan* policies encourage the preservation of existing recreational opportunities and the expansion of such opportunities where feasible. Visitor-serving recreational facilities are given a priority over non-coastal dependent uses.
- ◆ **Energy and Industrial Development.** The *Coastal Plan* recognizes the need to accommodate coastal-dependent industrial and energy development. However, policies in the Plan encourage decision-makers to weigh the environmental consequences of allowing continued or expanded industrial and energy land uses.
- ◆ **Commercial Fishing and Recreational Boating.** Policies in the *Coastal Plan* encourage the protection of commercial and recreational boating facilities, and give priority, where feasible, to the expansion of such facilities.
- ◆ **Environmentally Sensitive Habitats.** Policies within the *Plan* protect and preserve coastal resources such as wetlands and riparian corridors from development, and where feasible, restore and enhance such resources.
- ◆ **Coastal Watersheds.** The *Coastal Plan* contains policies to help maintain the long-term viability of coastal watersheds and to manage new development so that their long-term viability is maintained.
- ◆ **Visual and Scenic Resources.** The *Coastal Plan* provides guidance for new development relative to the protection of scenic resources, and encourages the preservation of existing resources. Moonstone Beach and Main Street in Cambria are each identified as Special Communities; Moonstone Beach provides visually attractive areas with views of the ocean, while Main Street is identified as possessing an attractive village atmosphere surrounded by hills and pines.

According to the Coastal Commission, the protection of visual and scenic resources concerns “*the protection of ocean and coastal views from public areas such as highways, roads, beaches, parks, coastal trails and accessways, vista points, coastal streams and waters used for recreational purposes and other public preserves rather than coastal views from private residences where no public vistas are involved.*”

- ◆ **Hazards.** These policies provide guidance for the protection of lives and property from natural and human-made hazards within the coastal zone, including floods, unstable geology, erosion, fire, and sea-cliff retreat.
- ◆ **Archeology.** The *Coastal Plan* contains policies relating to the identification and preservation of archaeological resources.
- ◆ **Air Quality.** The *Coastal Plan* encourages the preservation and enhancement of air quality through implementation of the policies and programs of the Air Quality Management Plan.

2. Coastal Framework for Planning

The *Coastal Framework for Planning* portion of the *Land Use Plan* is a broad document that references the Local Coastal Plans, which are each contained in a separate document, and defines the policies and procedures that apply to the unincorporated area of the Coastal Zone, and describes how it is used in relationship to the *Coastal Zone Land Use Ordinance*. The primary components of the *Coastal Framework for Planning* are:

- ◆ **Land Use Categories.** The document contains descriptions of land use categories, and the population density and building intensity criteria used to evaluate individual development projects. These land use categories are mapped in the Official maps and are further refined in the Local Coastal Plans.
- ◆ **Allowable Densities.** The *Coastal Framework for Planning* specifies parcel sizes, population density and building intensity criteria for consistency of land division proposals with the *General Plan* and *Local Coastal Program*.

- ◆ **Allowable Uses.** Coastal Table O of the *Coastal Framework for Planning* defines the land uses that are allowed within a land use category in which a proposed development site is located. Coastal Table O identifies uses that are allowed within a category as either “allowed,” “principally permitted” or “special standards required.” For those uses identified in the latter category, references are cited to the appropriate sections of the *Coastal Zone Land Use Ordinance* which define such special standards.
- ◆ **Combining Designations.** The document also explains the criteria for application of the land use categories and combining designations to planning areas. Combining designations generally apply to those areas in which there are unique resources or potential hazards.

3. North Coast Area Plan (NCAP)

The *NCAP* is a part of the *Local Coastal Program* that describes County policies specifically applicable to Cambria and the North Coast Planning Area. This document enhances the *Coastal Plan Policies* and supersedes or supplements the standards in the *CZLUO*. It includes chapters covering population and housing, public facilities and services, land use, circulation, combining designations, and Planning Area Standards. The *Planning Area Standards* provide the community with specific development regulations for areas within Cambria. The regulations in this Plan comprise additional standards that will be incorporated in to the *NCAP* if this Plan is adopted.

4. Coastal Zone Land Use Ordinance (CZLUO)

The *CZLUO* provides standards that detail and enforce the policies set forth by the *Coastal Plan Policies* and the *Coastal Framework for Planning*. The document is divided into chapters that cover permit applications, permit requirements, site design standards, site development standards, operational standards, combining designation standards, special uses, nonconforming uses and enforcement.

B. Historic Preservation Policy

Historic preservation policy in Cambria is provided in three county documents: the *Local Coastal Program: Framework for Planning* (LCP), the *Coastal Zone Land Use Ordinance* (CZLUO), and the *North Coast Area Plan* (NCAP). The *Coastal Framework for Planning* provides the purpose and objectives of an Historic Site Designation. The *CZLUO* contains policies to apply to the parcels that are under an Historic Site Designation. The *NCAP* lists and provides brief descriptions for the specific properties that are subject to the Historic Combining Designations in Cambria and other north coast communities.

Currently an Historic Site (H) overlay zone is applied by the *CZLUO* to some of the East Village historic properties and to ‘Nitwit Ridge’ in the Happy Hill neighborhood. The purpose of the Historic Combining Designation is to:

- “enhance and perpetuate the use of” historic structures and sites,
- “to promote the development and maintenance of appropriate settings and environments for such structures”, and
- “to promote the enhancement of human life in its educational and cultural dimensions.”

The *CZLUO* requires a Minor Use Permit (MUP) for construction, alteration or repair of any structure within an Historic Site combining designation. The policy promotes the purposes of the ‘H’ overlay zone and prohibits demolitions of structures.

C. Main Street Enhancement Plan

The *Main Street Enhancement Plan* is a conceptual streetscape plan for Main Street between Burton Drive and Cambria Drive. The plan, which is being prepared by the Engineering Department of the County, proposes to reconfigure the street to include two traffic lanes, a center turn lane or landscaped median, two parallel parking lanes, two bike ways, bulbouts, street trees and a trail on the downslope side of Main Street.

D. Cambria's Parks, Recreation & Open Space Master Plan

This Master Plan was prepared for the Cambria Community Services District (CCSD) by the County with the understanding that the CCSD would administer the plan, providing local responsibility and authority. The master plan document identifies goals, objectives, policies and locations of trails, public open spaces, recreational uses, management and implementation for all areas of Cambria.

A P P E N D I X D

HISTORIC DISTRICT INFORMATION

APPENDIX D

HISTORIC DISTRICT INFORMATION

According to Ms. Saunders, California Register Coordinator, at the Office of Historic Preservation in Sacramento, the County should look at three basic types of districts; locally regulated, state regulated, or federally regulated.

The locally created historic district would provide the community with more control and more flexibility of the historic resources. The district could create a specific plan, design guidelines, an historic preservation ordinance, and could create any type of incentives the County deems fit. The types of local incentives are limited only by the imagination. Typical incentives that have been utilized by other communities include Transfer of Development Rights, permit fee waivers, and parking requirement waivers. The County should talk to other communities that have created historic districts and are similar in circumstances to Cambria. The community of Mendocino, on the coast in northern California, is an historic district that is overseen by Mendocino County through a Historic Preservation Commission overseen by the County Board of Supervisors. With a locally-regulated historic district the community could determine how loose or how stringent the guidelines and incentives should be.

The state and federally created historic districts are very similar. In either case the historic district would work with the National or California Register of Historical Resources. The criteria for historic resources for each of these agencies is very broad, including buildings and sites that are related to significant events for the community or trends of development. In either of these districts the regulatory control for preservation is maintained through the California Environmental Quality Act (CEQA).

State incentives for historic preservation include the State Historic Building Code and the use of the Mills Act. The State Historic Building Code can be applied to all historic districts, whether local, state or federal. This code would replace the Uniform Building Code (UBC) to allow for building requirements that are more appropriate for older buildings. The use of the Mills Act is also available to districts that are local, state or federally controlled. Under the California law, the Mills Act, the County Assessor can provide property tax relief for owners of historic building as an incentive for rehabilitation. The Mills Act allows owners of residential properties to write off up to one half of their

income taxes with proof of preservation or restoration of their historic property. This usually involves a tradeoff for restrictions on building appearance and occupancy and it requires enactment of County legislation.

The Rehabilitation Tax Credit is the big incentive created by the federal government. The tax credit allows owners of income producing properties to apply up to 20 percent of the renovation costs of the historic structure to a tax credit on their federal income taxes. This incentive is only available to historic districts that are federal historic districts.

These new policies and a new district should provide added investment in the community, increased tourism, a reversal of property value decline and additional property tax revenues, as well as preservation and enhancement of these historic resources.

Documents that provide more detailed information on historic resources include:

- . *Historic Preservation Incentives in California*, compiled by the California Office of Historic Preservation
- . *1998 California Historical Building Code*, by California Building Standards Commission
- . *Historical Resource Registration Programs in California*, by the California Office of Historic Preservation
- . *California Register of Historical Resources: The Listing Process*, by the California Office of Historic Preservation
- . *California Register and National Register: A Comparison*, by the California Office of Historic Preservation
- . *The National Register of Historic Places*, by the United States Department of the Interior National Park Service
- . *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*, by the United States Department of the Interior National Parks Service

